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312 • June 1999

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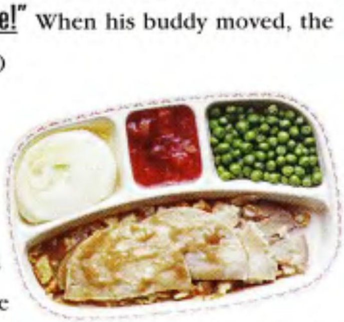
Taking It Easy

From the "Animals Do The Weirdest Things" Dept: We humans have it easy compared to emperor penguins. It seems the female of this species lays the eggs and then leaves them to be **incubated by their mates** who huddle in circles to avoid freezing to death when the Antarctic temperatures drop to minus 30, not to mention the blizzards that can get pretty nasty. The moms take to the high seas where they indulge in some fishing while waiting for the weather to warm up. When it's warm enough, they return to their eggs to relieve the males, who by this time have lost half their body weight. (And you never hear one of them complain about it.)

While we're on the subject of animals, the Argentine horned frog will attack anything smaller than itself—including its own froglets. They're so **greedy and stupid** that they occasionally choke to death trying to consume an oversized son or daughter.

Speaking of offspring, here's a truly ungrateful son. First, he "borrowed" **$15,000 of his mother's savings** and turned her garage into a Harley-Davidson body shop. Then (and this was on Mother's Day, mind you), he shot his mother in the leg while she and his wife were arguing over who was the best mom. When the police came to remove him, he had the audacity to say, "She wouldn't shut up, man."

Here's our stooge of the month: A pair of robbers went into a shop nervously waving guns. The first one shouted, **"Nobody move!"** When his buddy moved, the first one shot him. (Sheesh!)



Here's a weird one that's not for the faint of heart. In England there's an evening program called ***TV Dinners***. One episode was criticized for featuring a woman preparing a dish based on her own just-born daughter's afterbirth. (Recipe: Fry the placenta with shallots and garlic, flambé, puree, and serve on focaccia bread.) The mother, father, and 20 guests sampled the dish on camera. (Here in the U.S., we just use Placenta Helper.)

A New York divorce and palimony lawyer praised the nation's economy to a reporter, saying, "I can tell you how the economy is doing by **how many mistresses** come into my office looking for justice. I don't need no Greenspan."

Here are some weird sleepwalking defenses. This guy said he was sound asleep during the time he stabbed his wife 44 times and during the time neighbors watched him hold his wife's head under water in a backyard swimming pool (what gets me most about the latter is that no one tried to help her—was it **better than the TV show** they had been watching?). This same guy (yes, the very same) had supposedly driven 14 miles to his mother-in-law's house while asleep and beat her with a tire iron, put on gloves, killed her, bandaged a cut, and disposed of his bloody clothes. God knows what he's capable of doing while awake.

Another guy was convicted of assault and robbery after being apprehended in a car after a chase, holding stolen money and guns, a ski mask, and a bullet-proof vest. He acted as his own attorney and presented his defense, saying that a man named Jim had slipped a date-rape pill into his drink at a bar, dressed him in the vest, and placed him in the car. And his explanation for the chase and attempted ramming of an officer on a motorcycle was that he was just trying to get out of the officers' way so they could chase whomever they were after. (Yeah, right!)

Picky, picky, picky. A state's Court of Appeals turned down an appeal by the state in a $2.7 million personal injury case because the **state's paperwork** was submitted in New Times Roman typeface instead of the required Courier type.

From our file on "Sue-happy America": The families of two fisherman who drowned when they went out to sea despite warnings of an approaching hurricane sued the National Office of Oceanic and Atmosphere Research. No one is arguing **the warning wasn't given,** but the families are stating that the fishermen weren't specifically told not to go to sea. (Get a life, folks!)

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 312 • JUNE 1999

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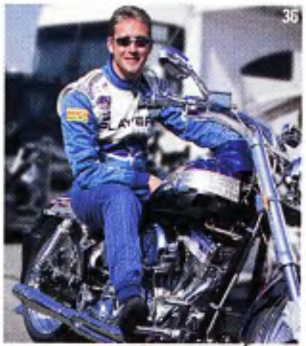

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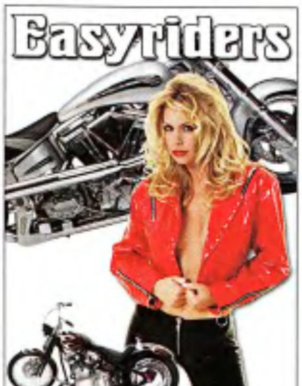

Cover photos: Shari by Raiko Hartman; Glenn Soled's silver bullet by Michael Farabaugh; Bob Kay's Panvolution by Jim Gianatsis. Imaging by Daniel Ferguson.

The next liver-quiverin' issue goes on sale June 3, 1999. **Printed in the USA.**

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Easyriders® magazine ISSN 0046-0990 Number 312. June 1999. Vol. 29. ***Easyriders®*** is published monthly by Paisano Publications, Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, (818) 889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX: (818) 889-1252, **Web site: http://www.easyriders.com.** Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional offices. Copyright ©1999 by Paisano Publications, Inc. All rights reserved. Nothing may be reproduced without the prior written permission of the publisher. Anything to do with the editorial content, letters to the editor, poison pen letters, threats of violence, love letters, dirty pictures, propositions, goodies, and editorial contributions should be sent to this address. All rights in letters sent to ***Easyriders*** will be treated as unconditionally assigned for publication and copyright purposes and as subject to ***Easyriders®*** unrestricted right to edit and comment editorially. Good photos, art, and manuscripts are welcomed, but they must be exclusive. All contributions must be accompanied by a stamped, self-addressed return envelope. Although we try our damnedest to take care of unsolicited material, ***Easyriders®*** magazine cannot be responsible for damage to same in mails, nor does it assume responsibility or safety of artwork, photographs, or manuscripts. Subscriptions: All correspondence regarding subscriptions or subscription complaints and changes of address must be addressed to ***Easyriders®*** Subscription Department: P.O. Box 469054, Escondido, CA 92046, (888) 805-5999 (8:30 a.m.-5 p.m., PST). One year: $39.95; two years: $70.95 in the U.S. and its possessions. All foreign and Canadian orders, add $12.00 per year (U.S. funds only). Single copy: $6.99. POSTMASTER: Send address changes to ***Easyriders***, P.O. Box 469054, Escondido, CA 92046. Advertising: ***Easyriders®***, P.O. Box 3000, Agoura Hills, CA 91376-3000, FAX: (818) 889-4726. Printed in the USA. **The publisher is exempt from the record keeping requirements and disclosure statements mandated by 18 U.S. Code §2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in §75.7 (a) (1-3) of the pertinent Regulations.**

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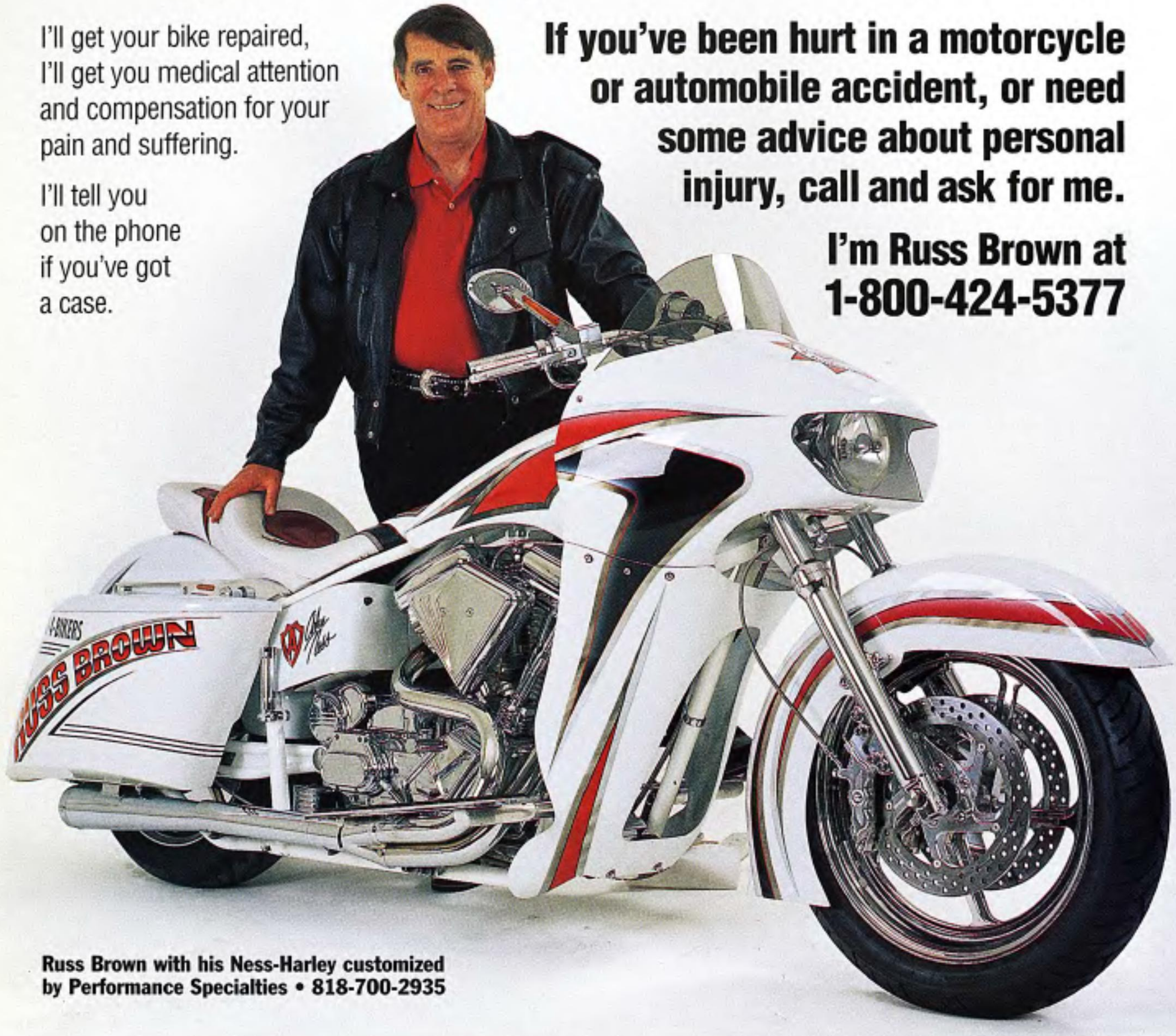

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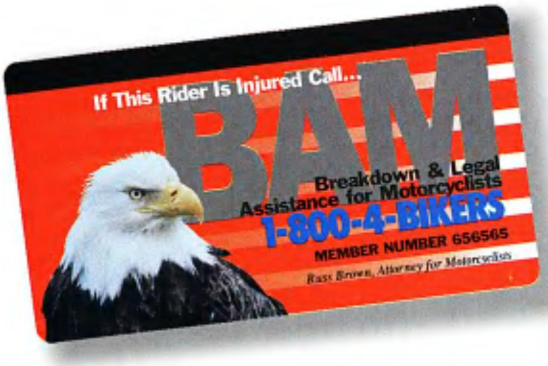

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WordMonger

A Happy Reader

I got the awesome March issue (#309) today. WOW! I really think a bike magazine doesn't get any better than this. I feel you have captured the very essence and spirit of what it's all about to ride. I guess the proof is that instead of sharing my copy with all of my local bros, I'm giving them all the same answer, "Get yer own!" Of course, I'll share but not until I'm damn good and ready. I could actually feel what it was like to be at Biketoberfest this year as I read the copy, and the biker etiquette piece was right on the pulse of how to get the most out of the biker way of life.

Thanks to you for being always the most relatable, readable, and coolest slick magazine on my lap.

Cheese Man
Anderson, South Carolina

A Prayer

Regarding the Easynews blurb in the January issue (#307) about the Harley dealership in Saudi Arabia, I know you godless heathens only mentioned it because this dealership shuts down three times a day for prayer.

I find myself praying many, many times a day and suspect many of your readers do also. I think the local Harley dealerships, Easyriders stores, and *Easyriders* magazine could take a lesson from the dealership in Saudi Arabia and implement a similar policy for those who wish to pray.

For example, just a few of the things I pray for are:

• On Wednesday and Saturdays I pray that my six numbers come up on the lotto.

• On work days I pray for a better job.

• When I'm at the titty bar, I pray that all the bills I stuff into the sultry lady's garter will convince her that I'm Mr. Right. If it doesn't, I pray that the beer I drink drops 20 years from my appearance.

• When I'm bar hopping with my reprobate associates and leave all the fine establishments, I pray that the bike starts on the first kick.

• When I pick up my bike after a repair, I pray for benevolence from my mechanic.

• When I send my renewal for this rag,

I pray that the "2 years" renewal box I checked gets inserted into your computer as "20 years."

Of course, I have to do all this praying on company time, as there are no daily prayer times. Why don't you guys lead the field with three-times-a-day prayer session shutdowns? Say, for example, two hours for each session. Put it to a vote with your staff—see what they say.

Woody
Brook Park, Ohio

A Suggestion

I just received the February issue (#308) and was excited to see it included the Chillicothe Rodeo; that is, until I looked at the article. Who really gives a rat's ass about the actual rodeo? I've been to the last six or seven rodeos and have yet to watch a second of them. The fun is the party in the campgrounds. I'll bet if you got rid of the rodeo and still had the party, you wouldn't even notice a difference in attendance. So why are there only two weak pictures from the campground in your rodeo coverage? (Even the *In The Wind* article/pics sucked.)

I'm sure I'm not the only one who feels this way. Maybe you could have a "Grand National Campground Party" article (with lots of photos) every year. After all, it's the bread and butter of your rodeo tour. It's a kickass party and I'll be there every year, but how about showing more of the real action in your articles.

Joe Erwin
New Philadelphia, Ohio

Showin' most of that "real action" would get us thrown in jail. But on the serious side, we'll see what we can do.

His Two Cents

OK, I feel I need to throw in my two cents after reading the Wordmonger letters "A Complaint" and "The Subject Is Evos" in the January '99 issue.

Now I ain't been riding long, but I do ride as hard and as often as I can. Being a broke-ass college kid, the only thing in my price range was a $600 '82 Kawasaki, and I really can't stand these guys who think that neither you nor your bike are worth the time of day if it ain't one brand or another—that shit ain't even cool. Hey, it's all about how and why ya ride, not what ya ride. Way I see it, about the best thing we can do is find a middle ground on the issue and realize that hey, man, we're all brothers and that might just be you broken down on the side of the road.

Bruce G.
Marquette, Michigan

Looking To Buy

I'm looking to buy a '66 FL or FLH. I intend to tear it down and build it up again so I'd prefer one that's stock and not too "done up." (Yes, even with the hard bags and the big ugly seat). I will consider buying a frame, engine cases, and title (if that's all you have left). Basket cases OK. Anyway, what I'm tryin to say is if you have a '66 FL or FLH at a reasonable price, mail a picture, description, and price to me. (Don't forget your return address or telephone number.)

Dave
P.O. Box 710
Teulon, MB, Canada R0C 3B0

Couples Wanted

I have a brainstorm for a future centerfold/article. I recently got a motorcycle endorsement on my driver's license and am looking forward to owning my first motorcycle (an H-D, of course) later this year. My husband has a great Shovelhead, which we love to ride whenever we can. The only downside to riding my own motorcycle will be that I can't ride with my husband on his motorcycle. Anyway, my brainstorm for your magazine is that you do a centerfold/article on a motorcycle couple instead of just a motorcycle gal. I think such an article would really draw a lot more attention to your publication from your female readers (I know they're out there whether they want to admit it or not).

Donna L. Holtz
Sturgis, Michigan

Hey, Donna, check out the mighty muscled couple Ken and Debrah Blackman on page 37 of last month's issue, May 1999, #311.

A Kind Word

Keep up the great work. We enjoy your mag so much we plan on adding Easyriders stock to our newly acquired H-D stock.

T. Lucos
Vandleng, Pennsylvania

You'll find us on the American Stock Exchange under the symbol EZR.

Boob Alert

I dig the chopper on page 56 in the February issue. It's the real thing, but what about the blonde? Are her boobs real? They sure look big and bouncy. How can you tell real from Memorex?

Rudy Porfs
Lambert, Vermont

Check out next month's Heavenly Hooter Quiz to find out.

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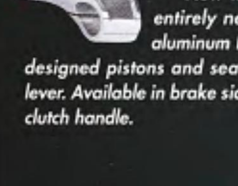

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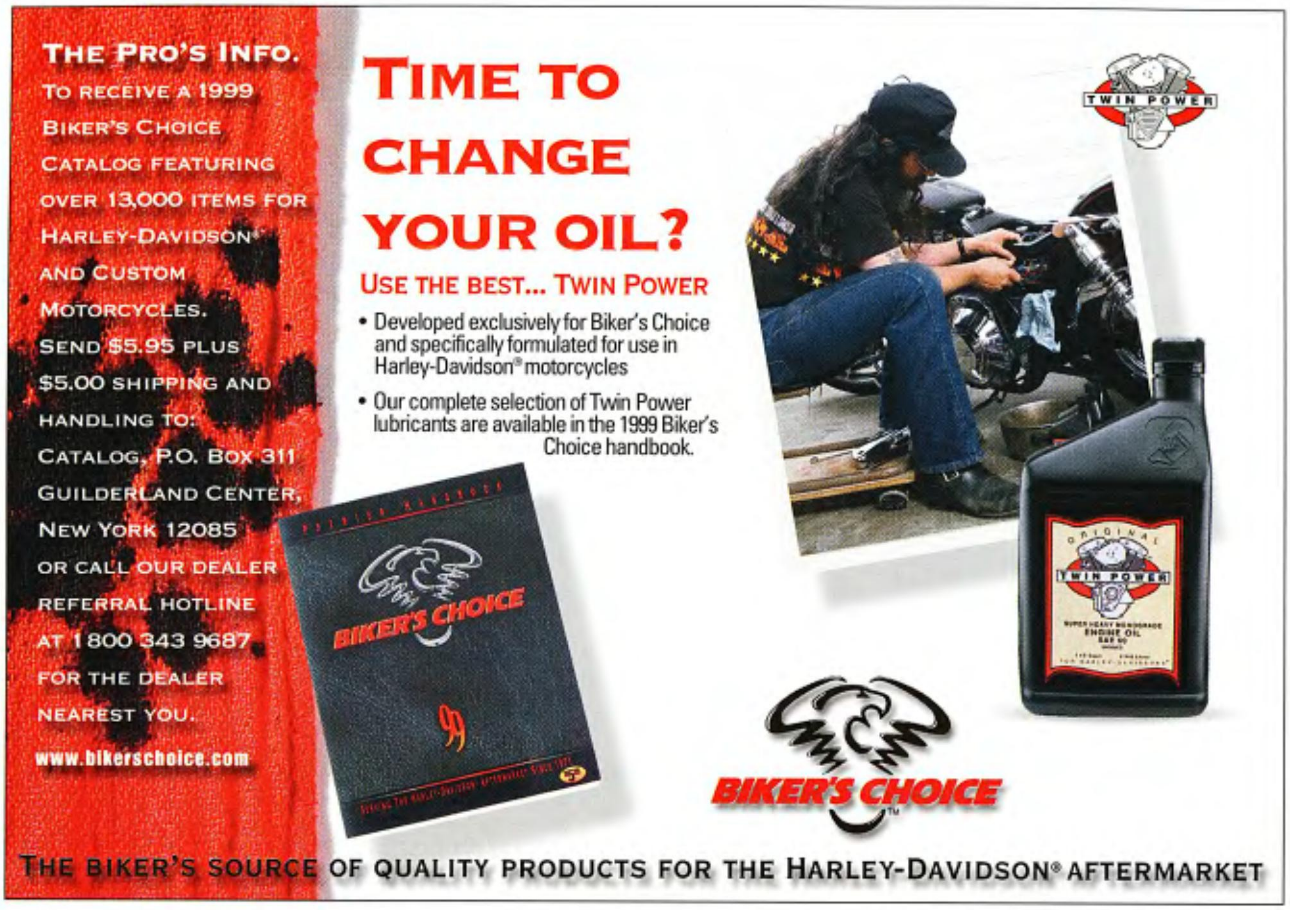
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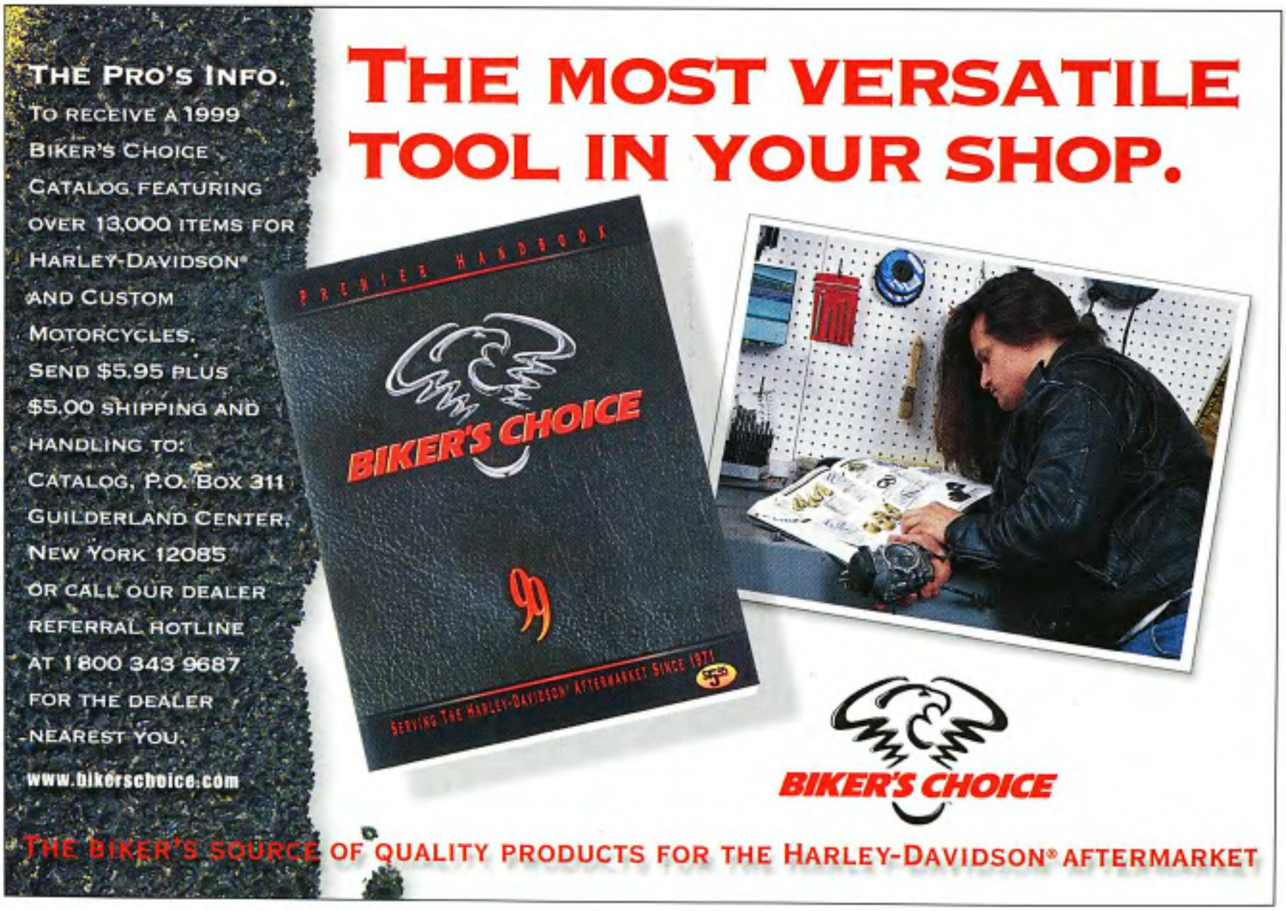
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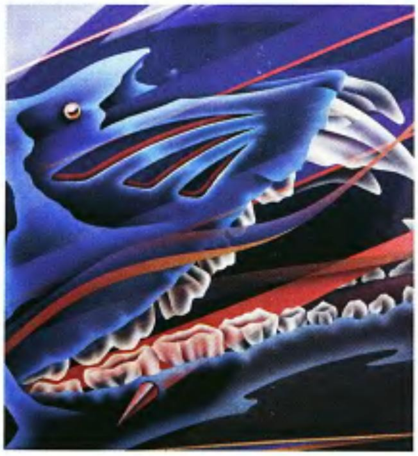
thunder on wheels

LOU BIANCULLI'S BLURPLE BLASTER

Why do we ride? Ever try explaining our passion for bikes to someone who just thinks we're crazy or have a death wish? If the person has a similar passion you can draw comparisons: Skiing is like flying through the air, in total control, feeling at one with the world around you. Yeah, riding a bike is like that. Most folks can understand the visceral thrill, the rush of twisting a grip and blasting off into the unknown, but if you want to reach a wider audience, you have to offer a wider explanation. →

Why do we ride? Sure, we ride for different reasons, but we *all* ride because it gets in our blood ... the look, the feel, the sound, and even the smell of a righteous machine, a stretch of road, and a full tank of gas. What more do ya want? We ride because nothing else in the world gives us the thrill and delivers the stuff we need consistently every time. Any day you can ride is a good day. Lou Bianculli, owner of this show 'n' go chopper, and bike builder Eddie Trotta, owner of Thunder Cycle down in Ft. Lauderdale, Florida, know this.

Lou's been riding all his life and, after owning every kind of motorcycle imaginable, wanted a fast and nasty little barhopper.



"I own four other show bikes," Lou says. "But none of them is very ridable. I wanted a bike that is show quality but that can be ridden everyday." Lou's quest took him to legendary builder Eddie Trotta, who began with a Daytec Softail-type frame, which was stretched five inches and raked 42 degrees. The 97-cubic-inch motor is made up of some of the finest go-fast parts on the planet: an S&S lower end, J&E pistons, Patrick Racing heads, a Redshift cam, JIMS lifters, a Typhoon carb from Carl's Speed Shop, a Dyna

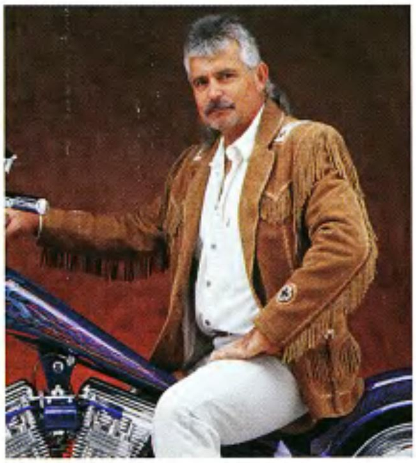
ignition, and Samson pipes—minus any muffler, thank you. Yeah, this baby screams and looks good doin' it.

Mr. Bianculli wanted a bad-ass chopper with some guts and heart. Looks like he succeeded. From the six-over front fork tubes, to the massive meat of a clawing 200 Avon on the rear, and touching all the details in between, such as the Thunder Cycle custom fenders and tanks, this bike screams out, "THIS is why we ride." 'Course the too-hip Blurple paint by Dave Yoramis with graphics by Dawn Holmes doesn't hurt either. When Lou throws a leg over ol' Blurple Thunder here on a pristine Ft. Lauderdale day and settles into the →

custom seat by Jeff Phippes, he's through with answerin' silly questions and lets this chop job's pipes do the answerin'.

Why do we ride? Hell, why do we breathe? Life *is* a ride. The best answer is: Ride and find out.

—Dave Nichols



Owner: ....Louis Bianculli
City: ....Ft. Lauderdale, Florida

General

Fabrication: ....Thunder Cycle
Year/make: ..1998 Special Construction
Model: ....Thunder
Assembly: ....Thunder Cycle
Chroming: ....Atlantic Plating

Engine

Year/model: ....1998 Evo
Rebuilder: ....Thunder Cycle
Ignition: ....Dyna
Displacement: ....97 cubic inches
Lower end: ....S&S
Pistons: ....J&E
Cases: ....S&S
Heads: ....Patrick Racing
Cam: ....Redshift
Carb: ....Carl's Typhoon
Pipes: ....Samson
Modifications: ....balancing by Zipper's Cycle, JIMS lifters

Frame

Year/type: ....1998 Softail-style
Builder: ....Daytec
Shocks: ....Fournales
Modifications: ..Thunder Cycles/Kramer, 42-degree rake, 5-inch stretch

Transmission

Year: 1998
Modifications: ....Andrews gears

Paint

Molding/Painter: ....Dave Yodamis
Color/type: ..BLURPLE/House of Kolor
Special paint: ....Dawn Holmes

Accessories

Bars: ....Thunder Cycle
Handlebar controls: ....Ness
Fenders: ....Thunder Cycles
Headlight: ....Headwinds
Taillight: ....Thunder Cycle
Speedo: ....Ness
Pegs: ....Ness
Foot controls: ....Ness
Electrics: ....Eddie Trotta
Gas tank: ....Thunder Cycle
Oil tank: ....Thunder Cycle
Primary cover: ....Ness
Seat: ....Jeff Phippes
Mirrors: ....Thunder Cycle
Grips: ....Thunder Cycle

Forks

Type: ....mid glide
Builder: ....Thunder Cycle
Modifications: 6-over

Wheels

Front

Type: ....Boyd's
Size: 21-inch
Tire: ....80 Metzeler
Brake: ....RevTech

Rear

Type: ....Boyd's
Size: 16-inch
Tire: ....200 Avon
Brake: ....RevTech
Photos: ....Michael Lichter

BEST OF SHOW: JUDGED
Easyriders Bike Show Tour, Atlanta, Georgia, Nov. 21, 1998. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 2000.

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NCOM

PartsBox

Ramp It Up

Finally, someone makes a bike ramp specifically designed to get bikes on and off pickup trucks without scraping the hell out of the bottom of the frame. Thank you, Ramp Master. This three-piece loading ramp is arched for easy loading and will hold up to 2,700 pounds. Hmmm ... sounds like my dresser. Made out of non-corrosive aluminum-alloy, the ramp weighs just 52 pounds and features safety cables, raised side rails, and grooved crossbars for added traction. Call Ramp Master at (800) 231-8999 and thank them or check out their Web site at www.ramp-master.com.

Put Some Hide On Your Ride

Make your life a little easier with Buffalo Milke Instant Spray Wax. This stuff is three products in one: It cleans, details, and waxes your bike all at the same time. Spray it on and just wipe it off. Now I know what you're thinkin', "This stuff must be pretty expensive since they have to milk buffalo to get it!" But no, amazing as it may seem, Buffalo Milke is moderately priced ... but I bet they go through a lot of milkers. Call toll free at (888) GO-BUFFALO or visit them on-line at: www.buffalomilke.com.

Give 'Em The Wide Boot

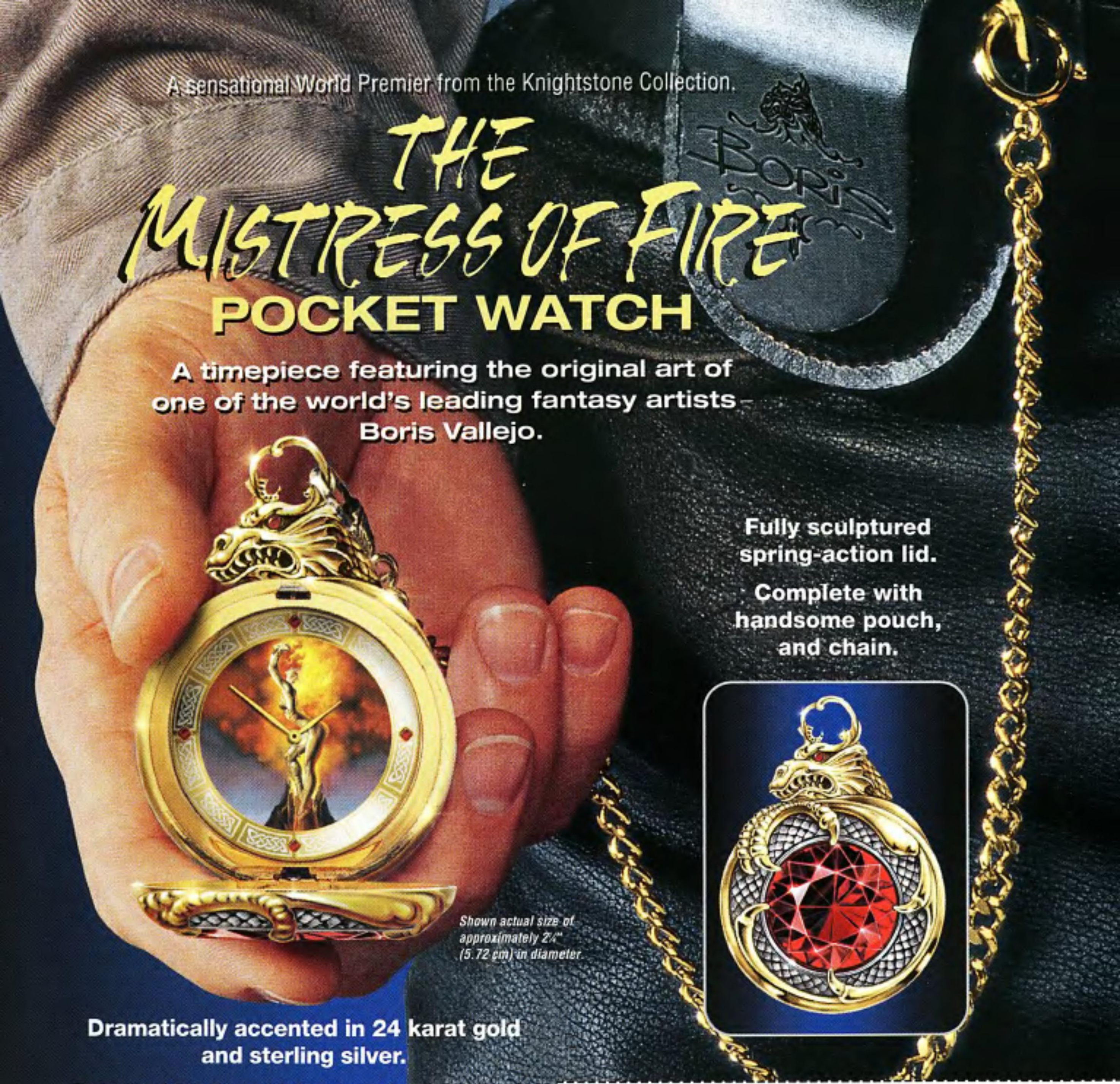
Warneke & Faust of Hannover, Germany, makes these too-cool conversion kits for Harley Fat Boy models. The rear disc wheel and rim have been widened to handle low-profile tires and both wheels have been welded, smoothed, and polished to a high-gloss finish. When combined with W&F's slick fenders and stretched tanks, your Fat Boy becomes a lean, mean machine. For more info call Warneke & Faust at (011) 49 51 31/49 38 10 or send 'em an e-mail at warneke.faust@t-online.de.

Chopper Guy's Go Soft

Get framed with this Chopper Guy's Performer Series Softail-style frame kit. It comes with a 30-degree rake, 1-inch backbone stretch, and no motor or tranny offset. This puppy is 11/4-inch lower than stock with full swingarm travel and weighs only 51 pounds with a 34-pound swingarm. Rigid construction also reduces vibration a bunch. The frame with swingarm, axis tube, and bolts is also sold separately from the fine folks at Drag Specialties.

Drip No More

Don't ya just hate it when transmission oil leaks through the main shaft of your open belt drive and gets all over your priceless Oriental rug? Yeah, me too. That's exactly why Primo Belt Drives makes this sealed nut and adjuster kit. It is a direct replacement for the OEM components for use in all big twin belt drives, open or enclosed. Quit that drip by getting this goodie at your local dealer. You can call Rivera Engineering at (562) 907-2600 or e-mail 'em at rivereng@gte.net.



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2 FOR U

What a country! Motorcycles for nothing an' chicks for free! What a deal, too, even if only part of that reworked old Dire Straits line is true. Which part? Let's just say it's doubtful you've ever met a woman who didn't require heavy monetary maintenance, either. As for these two fine motorcycles, well, that's a whole 'nother story. They're sure enough free, and they could be yours. Take a look at the 1999 Easyriders Bike Show Giveaways: two motorcycles for nothing. →

THE EASYRIDERS '99 BIKE SHOW GIVEAWAYS

These aren't just any two motorcycles, either. This is the top of the heap, as good as it gets. This year the giveaway duo comes from both ends of the custom spectrum, pairing a sweet riding, easy handling, and full-on custom Ness Dyna with the wicked raunch of a Pure Steel Stiletto rigid. Helluva pair—the easy-chair smoothness and class lines of the Ness Dyna, and the pure bad-news barhopper attitude of the Pure Steel Stiletto.

As you'd expect, both bikes are top-shelf, no-corners-cut creations of the masters. The only instructions we gave these builders was to include the Easyriders logo somewhere on the bike, and then take it from there. Build something cool, that's all we asked.

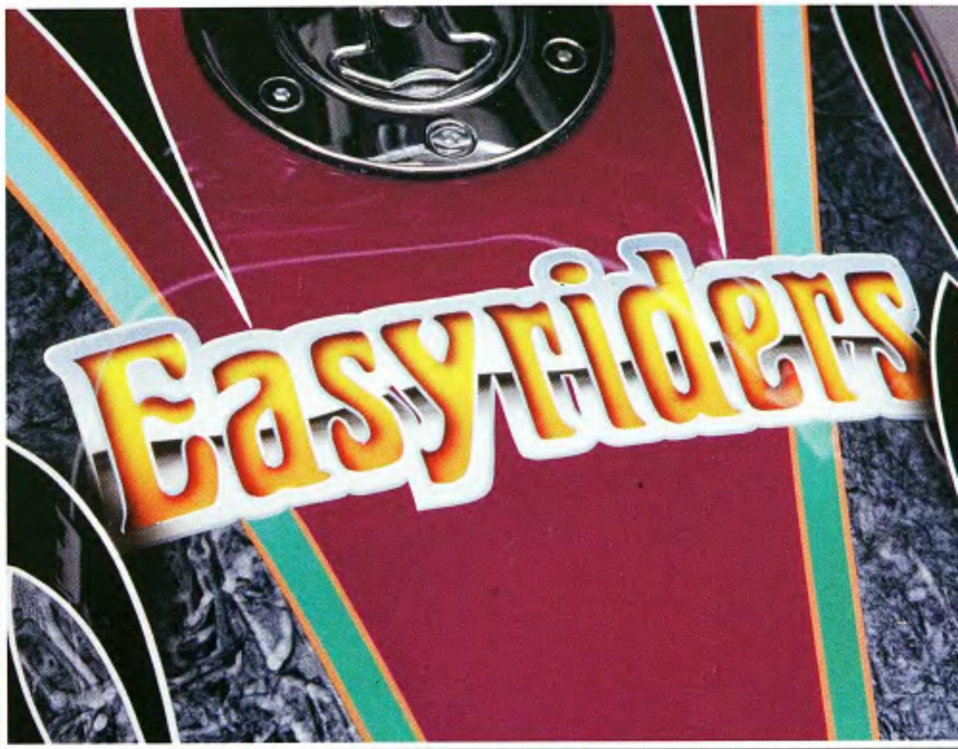
Ness responded with this multi-colored, tribal-flamed knock-out version of the most popular bike they build. The Ness Dyna not only looks the part, this is a bike that flat-out works, and that's a hard-to-beat combination. Arlen and company set one of their popular Dyna frames on the work stand, filled it with 96 inches of rubbed-on S&S power, slipped a Ness mid glide front end in place, and squeezed a 180/55-18 Metzeler into the swingarm. Then the boys stood back and surveyed the parts shelf, looking for just the right tank, fenders, bars, oil bag, and all the other accessories needed. A custom tells you what it wants, and this one wasn't bashful, calling out for the best. When Jon Nelson's House Of Kolor black was dressed with Steve Faraone's multi-color, multi-pattern graphics, the bike said "finished."

While all this was going on in San Leandro, California, the crew down in Phoenix, Arizona, was marching to a whole different drummer. Pure Steel took our order and decided that something cool meant something nasty. Not many bikes are nastier than the Pure Steel Stiletto. Based around a smooth Daytec rigid frame, made exclusively for Pure Steel, the Stiletto is one lean and mean street fighter. And it's clean—check out the strutless rear fender, a Jesse James contribution. There's a fire-breathing, 96-inch S&S motor in this one, too, and Pure Steel didn't miss a trick picking and mounting all the right accessories, including a set of drag bars to keep things low. With the bright yellow and blue Iron Art paint and graphics, and the snarl of shotgun pipes, there's no sneaking around here.

Two motorcycles for nothing, free from us to you. As for the chicks, you're on your own ...

—JPK

"The only instructions we gave these builders was to include the Easyriders logo somewhere on the bike, and then take it from there."



Owner: ....Somebody lucky
City: ....Give us an address

General

Fabrication: ....Pure Steel
Year/make: ....1999 Pure Steel
Model: .... Stiletto
Assembly: ....Pure Steel

Engine

Year/model: ....1999 S&S
Rebuilder: ....Pure Steel, Danny Elzy
Ignition: ....Crane
Displacement: ....96 cubic inches
Lower end: ....S&S
Pistons:...S&S
Cases:...S&S
Heads:..................................Pure Steel
Cam: ....Pure Steel
Carb: ....S&S Super
Air cleaner: ....S&S
Pipes: .... Samson Shotgun

Frame

Year/type: ....1999 custom rigid
Builder:...Daytec
Modifications: ....35-degree rake

Transmission

Year:...1999
Modifications: ....JIMS gears and shafts

Paint

Painter: ....Pure Steel
Color/type: ....chrome yellow/House of Kolor
Special paint: ....Easyriders graphics

Accessories

Bars: .... Flanders
Risers: ....Pure Steel
Handlebar controls: ....Pure Steel
Fender(s):.......................... Jesse James
Headlight:.............................. Pure Steel
Taillight:..Joker
Speedo: ....H-D, Pure Steel
Pegs: ....Pure Steel
Foot controls: ....Pure Steel
Electrics: ....Pure Steel
Gas tank: .... stretched H-D
Oil tank: .... stretched Daytec
Seat: ....Pure Steel
Mirrors: ....H-D
Grips: ....Pure Steel

Forks

Type: ....H-D
Builder: .... Pure Steel
Modifications: ....chrome

Wheels

Front

Type: ....Ness spoke
Size:..21-inch
Tire: .... Metzeler
Brake: ....Performance Machine, Russell

Rear

Type: ....Ness spoke
Size:..18-inch
Tire: ....Metzeler
Brake: ....Performance Machine, Russell

Photos: ....Michael Lichter

Owner: Could be you!
City: Where do you live?

General
Fabrication: Team Ness
Year and make: 1998 Ness
Model: Ness Dyna
Assembly: Gary, Tony, Dave

Engine
Year/model: 1998
Rebuilder: Team Ness
Displacement: 96 cubic inches
Lower end: S&S
Pistons: S&S
Cases: S&S
Heads: S&S
Cam: Carl's CM580
Carb: S&S Super G
Pipes: Bub 2-into-1
Modifications: powdercoated barrels and heads

Transmission
Year: 1998 H-D
Modifications: polished Delkron cases, Ness billet covers

Paint
Painter: Jon Nelson
Color/type: black, House Of Kolor
Special paint: graphics by Steve Faraone

Frame
Year/type: 1998 Ness Dyna
Builder: Ness
Modifications: 33-degree rake, 2-inch stretch

Accessories
Bars: Ness
Handlebar controls: Ness
Fender(s): Ness
Headlight: Ness
Taillight: Ness
Pegs: Ness
Foot controls: Ness
Electrics: Dave Risner Sr.
Gas tank: Ness, 2-inch stretch
Oil tank: Ness
Seat: Danny Gray
Mirrors: Ness
Grips: Ness

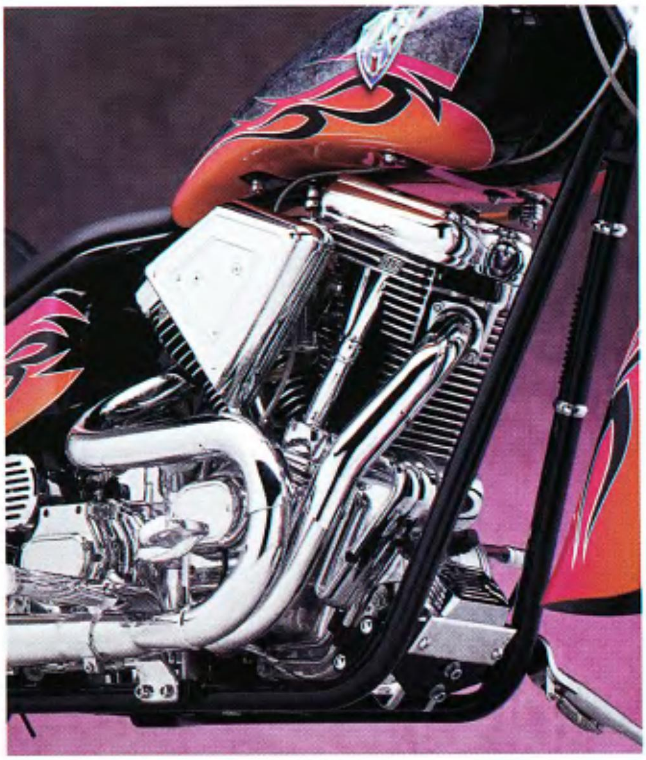
Forks
Type: Ness mid glide, 39mm
Builder: Tony, H-D
Modifications: 2 inches wider

Wheels

Front
Type: Ness Billet
Size: 21-inch
Tire: Metzeler 90-90
Brake: Ness/Performance Machine

Rear
Type: Ness Billet
Size: 18-inch
Tire: Metzeler 180-55
Brake: Ness/Performance Machine

Photos: Michael Lichter



In the old, old days, a lot of scooter tramps were incurable romantics. Then antibiotics came along.

Paul Bunyan
Blue Oxford

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Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 566-3332
Kenai Peninsula Chapter
Info: (907) 776-8148
Tanana Valley Chapter
Info: (907) 457-3246

Alabama State H.O.G. Rally
Date: May 14-15
Place: Houston Co. Farm Ctr., Dothan
Info: (334) 886-9555/792-0063

Spring Fling Car & Truck Show
Date: May 15
Place: Leeds Mem. Park, Hwy. 119
Info: Richard (205) 699-7103

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

NCOM Convention
Date: May 6-8
Place: Embassy Suites, Phoenix
Info: (800) 525-5355

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

North Arkansas Pig Trail Rally
Date: May 29-31
Place: Withrow Springs State Park
Info: Karl/Karen (501) 736-2287

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Iron Maiden/All Female Run
Date: May 9
Place: Starts at Kennedy's Custom Cycles in Oceanside, ends at San Diego H-D
Info: (619) 616-6999

Ride For Kids
Date: May 16
Place: Torrance
Info: (800) 253-6530

Ride To Rolling Thunder
Date: May 18
Place: Leaves Queen Mary parking lot, Long Beach, at 8 a.m.
Info: (562) 495-3653

Motorcycle Ride for MS
Date: May 23
Place: Accessories Unltd., Newhall, to Chuy's in Camarillo
Info: (800) FIGHT-MS

COLORADO
ABATE of Colorado
Info: (303) 659-6374

Ride To Rolling Thunder
Date: May 22
Place: Jump in point in Limon
Info: Joe Lozano (719) 576-7642

CONNECTICUT
Conn. Motorcycle Riders Association
Info: (860) 588-6666

Connecticut SuperRide
Date: May 7-9
Place: Moodus
Info: (860) 285-8948

Swap Meet
Date: May 9
Place: Brooklyn Fairgrounds
Info: (203) 271-1899

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

Shelter Meet
Date: May 16
Place: New Castle Co. Chapter
Info: (302) 731-0455

Swap Meet
Date: May 23
Place: New Castle Co. Chapter
Info: (302) 731-0455

VNVMC Memorial Day Blowout
Date: May 28-31
Place: Smyrna
Info: (610) 461-4513

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Ride-In Bike Show & Swap Meet
Date: May 9
Place: Hollywood Greyhound Track
Info: (305) 651-4811/(954) 454-9400

Run To The Wall South
Date: May 28-31
Place: Pensacola Fairgrounds
Info: (850) 934-3536; e-mail: Tes32561@mindspring.com

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

Dist. 1/Chap. 2 Duo Ride
Date: May 14-16
Info: (423) 886-4941

Dist. 7 Memorial Day Party
Date: May 22-24
Info: (912) 474-1033

May Mahem Car, Truck, Bike Show
Date: May 22-23
Place: Wild Adventures Theme Park
Info: Ted (912) 247-6339

Ride For Kids
Date: May 23
Place: Washington
Info: (800) 253-6530

VNVMC Memorial Day Weekend
Date: May 28-31
Place: St. Marys
Info: (912) 729-7636/(904) 751-6372

HAWAII
Street Bikers United of Hawaii
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for MC Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

Spring Midwest Nationals
Date: May 8
Place: Rockford
Info: (815) 648-1412

ABATE AIDS Awareness Rally
Date: May 15
Info: (309) 343-6588

West Gate Run/Bike Blessing
Date: May 16
Info: (309) 343-6588

Big Bikes/Big Hearts Poker Run
Date: May 16
Info: (708) 425-6867

Blackhawk Bears for Buddies Ride
Date: May 23
Info: (309) 343-6588

ABATE Central Ill. Big River Ride
Date: May 29
Info: (309) 343-6588

INDIANA
ABATE of Indiana
Info: (317) 422-8040

Reg. 9 Bike Bash
Date: May 8-9
Info: (317) 422-8040

Reg. 2 Spring Breakout
Date: May 8
Place: LaPorte County
Info: (219) 759-5193

Reg. 3&4 Pig Pickin's/Wabash Bash
Date: May 14-16
Info: (317) 422-8040

Reg. 6 Ridge Runners Romp
Date: May 14
Place: Brown County
Info: (812) 424-7014

Reg. 2 Poker Run
Date: May 15
Place: Lake County
Info: (219) 759-5193

Reg. 3 Poker Run
Date: May 22
Place: Huntington County
Info: (219) 759-5193

Reg. 7 Hog Roast/Poker Run
Date: May 22
Place: Franklin County
Info: (812) 522-5988

Ride To Rolling Thunder
Date: May 25
Place: Jump in point in Corydon
Info: John Bubala (812) 633-7870

Reg. 11 Roadkill Party
Date: May 28-31
Info: (317) 422-8040

Reg. 8 Blazing Saddles
Date: May 28
Info: (812) 424-7014

Reg. 6 Ollie's Memorial Ride
Date: May 29-30
Info: (812) 336-6840

IOWA
ABATE of Iowa
Info: (515) 858-5001

Anamosa Hill Climb
Date: June 6
Info: (319) 462-6011

KANSAS
ABATE of Kansas
Info: (913) 597-5140

Ride To Rolling Thunder
Date: May 23
Place: Jump on board point in Salina
Info: Bill Reese (913) 539-0863

State BBQ/Blowout Bike Show
Date: June 5
Info: (800) 657-5793

KENTUCKY
Kentucky Motorcyclists Assn.
Info: (800) 68-CYCLE

KMA/KBA State Bike Show/Swap Meet
Date: May 9
Place: Richwood Flea Market
Info: (800) 68-CYCLE

Ride To Rolling Thunder
Date: May 26-31
Place: stops include Vietnam Veteran's Mem., Frankfort; Owingsville Lions Club Park; Raineville, W.Va.; on to D.C.
Info: Danny Belcher (606) 674-6799

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

River Parishes Mother's Day Poker Run
Date: May 8
Info: (888) 892-2669

Capitol Area Fun Run
Date: May 9
Info: (800) 969-3541

MAINE
United Bikers of Maine
Info: (207) 884-6284

UBM Governor's Tea
Date: May 5
Place: Augusta
Info: Pete (207) 884-6284

UBM Fun Ride
Date: May 8
Place: Ellsworth
Info: Ben (207) 469-6052

UBM Bike Show
Date: May 22
Place: Waterville
Info: Rocky (207) 873-4223

Behind The Barn Weekend
Date: May 29-31
Place: Grant's Farm, Saco
Info: Gordon (207) 727-4393

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

Ride to Rolling Thunder
Date: May 23
Place: From Frederick County
Info: (410) 263-9185

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (313) 421-4367

Reg. 15 Helmet Protest
Date: May 9
Place: Detroit
Info: Bugs (313) 565-8596

Reg. 5 Spring Poker Run
Date: May 15
Info: Bob (616) 689-0774

Reg. 5 Eastside Extravaganza
Date: May 30
Info: Bob (616) 689-0774

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minn. Motorcycle Riders Association
Info: (612) 541-1704

Heartland STEAM
Date: May 21-22
Place: Kahler Motel, Rochester
Info: (507) 533-9570

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

Gulfport Blowout Rally & Races
Date: May 28-31
Info: (228) 392-1801

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

FORR Local 1 Lime Run
Date: May 15
Place: Lee's Summit
Info: Rose (573) 474-0983; PkMe@aol.com

Ride To Rolling Thunder
Date: May 24
Place: jump in point in Wentzville
Info: Dave Ambrose (314) 462-2709

Mid-America Freedom Rally
Date: May 28-31
Place: Buckhorn
Info: Rose (573) 474-0983; PkMe@aol.com

Splish Splash Blues Bash
Date: May 28-31
Place: Shady Jack's Saloon & Camp Inn
Info: (573) 302-0503

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

District 8 Bike Show
Date: May 13-14
Place: County Fairgrounds, Hastings
Info: Steve (402) 726-2270

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Assn. of Concerned Motorcyclists
Info: (702) 870-6121

ABATE NW Chapter Run
Date: May 15
Place: from Winnemucca to Ely
Info: (775) 623-2160

Easyriders Reno/Stroker's Scavenger Hunt
Date: May 23
Info: (775) 322-2250

NEW HAMPSHIRE
N.H. Motorcyclists Rights Assoc.
Info: (603) 627-3528

Flea Market, Auction, Bike Show
Date: May 9
Place: Contoocook
Info: (603) 437-9464;
nhmro-news@juno.com

NEW JERSEY
United ABATE of N.J.
Info: (732) 549-1990

Wild Pigs Charity Event
Date: May 16
Info: Les (973) 839-8871

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

1st Mountain Chapter BBQ
Date: May 15-16
Place: Escabosa
Info: (505) 832-9450

East Plains Chapter Timed Rally
Date: May 15
Info: (505) 585-9789

Ride To Rolling Thunder
Date: May 21
Place: Hook up in Gallup
Info: Sam Trevino (602) 569-8501

Ride To Rolling Thunder
Date: May 21
Place: Jump in point in Cimarron
Info: Phil & Linda (505) 378-9148

Tres Rios Chapter Ride Away
Date: May 28-30
Info: (505) 585-9789

Red River Run
May 28-31
Info: (505) 754-2366

NEW YORK
ABATE of New York
Info: (607) 387-3433

Mother's Day Swap Meet
Date: May 8-9
Place: Farm & Home Center, Lockport
Info: Sandi Lilley (716) 735-7734

Ron Cauz Memorial Poker Run
Date: May 8
Info: Corky Edwards (607) 648-9335

Eastern Suffolk ABATE Memorial Run
Date: May 9
Place: Maples to Manorville
Info: Roland Anderson (516) 369-5554

ABATE Freedom Rally
Date: May 17
Place: Ride to the Capitol
Info: (518) 239-4560/732-4086

AM-JAM Memorial Day Weekend
Date: May 28-30
Place: Cobleskill Fairgrounds
Info: (518) 346-0521/893-2273

SW ABATE Bike Show & Chicken BBQ
Date: May 29
Place: Angola
Info: Butch (716) 792-4826

NORTH CAROLINA
Concerned Bikers Association
Info: (910) 866-5434

Ride To Myrtle Beach Rally
Date: May 13
Place: Easyriders Greensboro, 10 a.m.
Info: (336) 292-4262

Memorial Day Weekend Party
Date: May 28-31
Place: Jomeokee Campground, Pinnacle
Info: Ray, Joy (800) 479-3087, pin# 2681

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

Dist. 5 Buffalo Run/Softball Game
Date: May 8
Place: Fargo
Info: Popeye (701) 235-5357

Java Memorial Run
Date: May 15
Info: (701) 223-5609

Norsemen 20th Anniversary Party
Date: May 29-30
Place: Upham
Info: Ike (701) 293-6586

New Horizons Fun Run & Benefit
Date: May 29
Info: (701) 223-5609

OHIO
ABATE of Ohio
Info: (800) 252-4537

Darrel "Wiz" Collier
Memorial & Toy Run
Date: May 8
Place: Carlton H-D, Mantua, 12-2 p.m.
Info: (330) 425-7830, billbobbs@aol.com

ABATE/CMRO Motorcycle
Awareness Rally
Date: May 15
Info: (800) 25-ABATE, (440) 298-3352

Region 0 Pony Express Benefit
Date: May 16
Info: Bill (330) 425-7830; billbobbs@aol.com

Region 7 Freedom Ride
Date: May 16
Info: (800) 252-4537

Mantua H.O.G. Benefit Run
Date: May 16
Place: Calton H-D, Rt. 44 & 88
Info: (330) 545-5001, (800) 633-6997

ABATE/CMRO Spring Run
Date May 16
Info: (800) 25-ABATE, (440) 298-3352

Region 1 Memorial Weekend
Date: May 28-30
Info: (800) 252-4537

OKLAHOMA
ABATE of Oklahoma
Info: (918) 836-9559

War Memorial Run
Date: May 31
Place: Central Oklahoma ABATE
Info: (405) 329-7254

OREGON
ABATE of Oregon
Info: (503) 285-4329

ABATE Central Oregon Poker Run
Date: May 15
Info: (541) 447-6158

Fossil Campout
Date: May 28-31
Info: Rotten Roger: (503) 285-4329

PENNSYLVANIA
ABATE of Pennsylvania
Info: (717) 234-3777

ABATE Freedom Weekend
Date: May 7-9
Place: VFW picnic grounds, Shelsville
Info: (717) 234-3777

Motorcyclists' Rights Rally
Date: May 10
Place: state capitol, Harrisburg, noon
Info: (717) 234-3777

RHODE ISLAND
R.I. Motorcycle Association
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (803) 283-0819

Myrtle Beach Bike Week
Date: May 10-16
Info (803) 445-2702

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE
CMT/ABATE of Tennessee
Info: (615) 883-5024

CMT/ABATE Summer Hog Roast
Date: May 8
Info: (615) 907-0304

CMT/ABATE Nashville Poker Run
Date: May 15
Info: (615) 907-0304

CMT/ABATE Smith/Wilson
Bike Show/Swap Meet
Date: May 16
Info: (615) 907-0304

CMT/ABATE SW Lost Brothers Run
Date: May 16
Info: (615) 907-0304

TEXAS
ABATE Confederation
Info: (409) 849-0258

TMRA II
Info: (512) 459-6777

Jim's Blowout
Date: May 28-30
Place: Jim's Cycle Shop, Axtell
Info: (800) 373-8930

UTAH
ABATE of Utah
Info: (801) 627-1117

Exhibition in Iron XI
Date: May 14-16
Place: Salt Lake City
Info: (801) 627-1117,
www.inqvo.net/nslink/

Easyriders Salt Lake City Fun Run
Date: May 22
Place: to Evanston Wyoming for a rodeo
Info (801) 994-7888

Central Utah's Ride 'Em In Bike Show
Date: May 22
Info: (801) 627-1117,
www.inqvo.net/nslink/

Northern Chapter Lava Run
Date: May 22-23
Info: (801) 627-1117; www.inqvo.net/nslink/

VERMONT
Freedom of the Road Riders
Info: (802) 325-3507

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

Old Dominion Law Ride Poker Run
Date: May 8
Info: (703) 321-0714;
www.erols.com/ingerski/abate.html

Ride to Rolling Thunder
Date: May 24
Place: from Whitt's H-D
Info: (301) 248-1200

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

Pacific County Chapter Hwy. 101 Run
Date: May 15
Place: Chester Tavern , South Bend
Info: Lenny (360) 484-7226

Antique & Classic Motorcycle Show
Date: May 16
Place: Snohomish
Info: (360) 568-2868, beno3@premier1.net

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

Thunderfest
Date: May 29
Place: 19th & M Streets,
Info: Crazy Rick (202) 863-2649

Rolling Thunder XIII
Date: May 30
Place: meet at the north Pentagon parking lot, 8 a.m.; ride leaves at noon
Info: (908) 369-5439

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

Ride To Rolling Thunder
Date: May 26
Place: Jump in point in Huntington
Info: Benjy (304) 523-1340

Ride To Rolling Thunder
Date: May 27
Place: Jump in point in Rainelle
Info: Bill Hall (304) 429-1627

WISCONSIN
ABATE of Wisconsin
Info: (715) 284-7415

Heartland STEAM
Date: May 21-22
Info: (800) 224-6570.

Mosinee Motorcycle Show
Date: May 23
Info: (715) 693-2830

WYOMING
Wyoming Assn. of Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyoming Coalition of Bikers
Info: (307) 687-0459

Motorcycle Awareness Run/
Ride-In Bike Show
Date: May 8
Place: Cheyenne
Info: Phil (307) 532-8352

Biker Baseball
Date: May 8
Place: Cheyenne
Info: Phil (307) 532-8352

Stride Ride
Date: May 23
Place: Maverick Cycle, Cheyenne
Info: Phil (307) 532-8352

Thermopolis Wind River Canyon Run
Date: May 29-31
Info: Phil (307) 532-8352

Annual Lost Brothers Run
Date: May 30
Place: State Line Oasis, Torrington
Info: (307) 532-8352

VNVMC Memorial Day Run
Date: May 31
Info: Phil (307) 532-8352

NATIONAL
American Motorcyclists Association (AMA)
Info: (614) 891-2425
Web site: www.ama-cycle.org

Motorcycle Riders Foundation (MRF)
Info: (202) 456-0983
Web site: www.xmission.com/~mrf

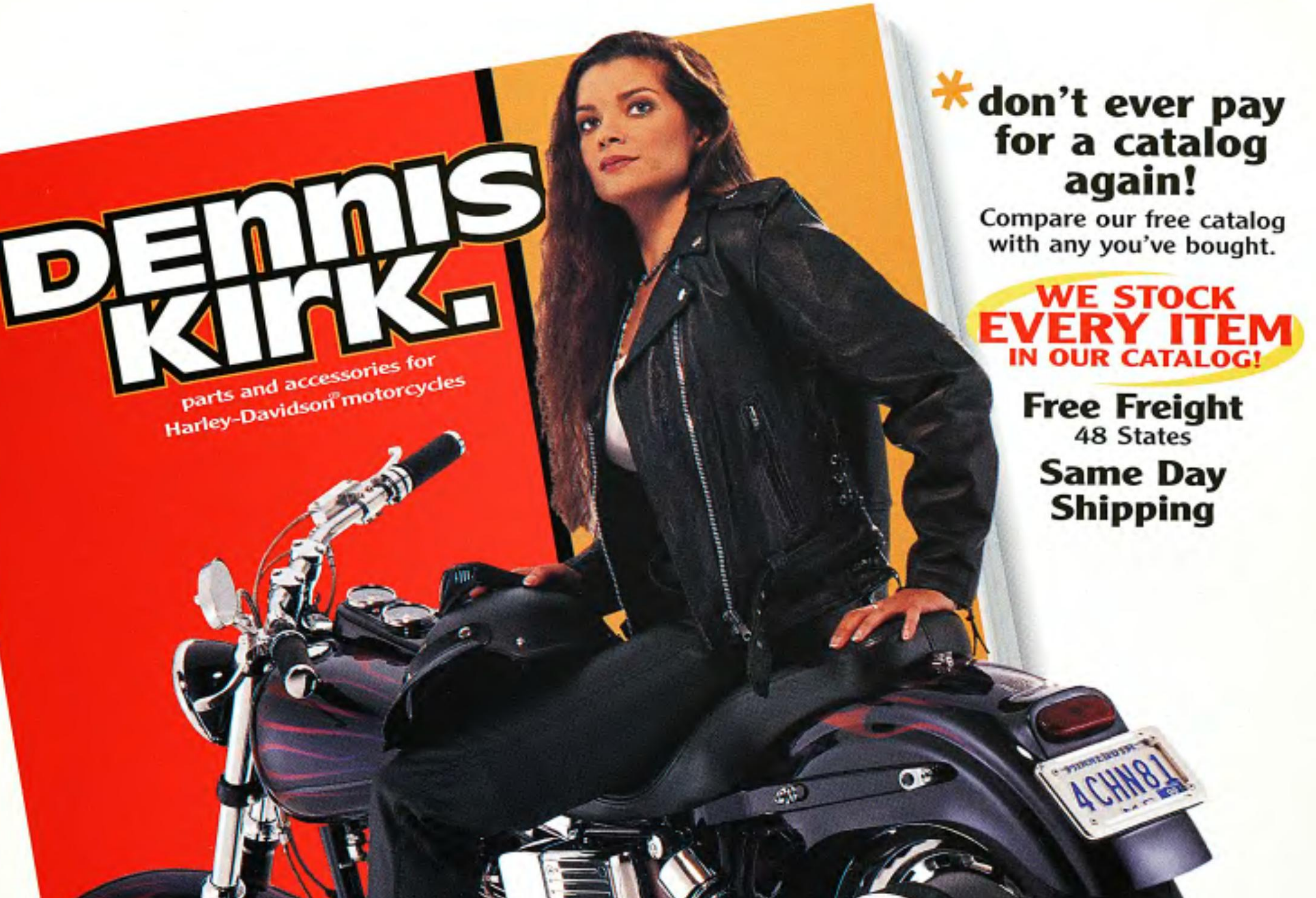
National Coalition of Motorcyclists (NCOM)
Info: (800) 525-5355

CANADA
British Columbia Coalition
of Motorcyclists (BCCOM)
(604) 580-0111

EUROPE
Federation of European
Motorcyclists (FEM)
Info: 011 32 2 736 9047

Beach Blanket Bobba Weegee
Biker Treasure Hunt
Date: When it'sa HOT
Place: Inna Beach
Info: Who's Gonna Make It

To have events listed, get the info to us at least 3 months in advance. We're as accurate as possible, but event dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; Web site: www.easyriders.com.



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Easynews

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headline story of the month

Number Two Ain't Too Bad

Second Place is a winner!

Americans love winners. Who remembers who the Broncos stomped last January in Super Bowl XXXIII? Outside of a hooker in Miami, no one, that's who. Who ran second to Jeff Gordon in NASCAR last year? The Yankees' foe in the '97 Series? The roadkill for the Detroit Red Wings in '97 and '98? No one knows 'cause no one cares.

And that's fine, unless you filled out the form and entered the 1998 $200,000 Easyriders Bike of Your Dreams Subscription Sweepstakes. Then you darn well better be up to date with the runners-up, because there were all sorts of winners—1,305 to be exact—in the '98 Easyriders Sweeps. And with more than 1,200 prizes scheduled to be given away in '99's bonanza, including tickets to Easyriders events and parties, you'll want to be involved every inch of the way.

John Grice, 40, of Topeka, Kansas, involved himself deeper than he could ever have dreamed when he filled out an entry form at an Easyriders subscription booth at Milwaukee Harley-Davidson while in town for last year's 95th Anniversary celebration. He didn't even put down for the subscription. He just wanted in on the contest. That was the last John thought about it ... right until he picked up his messages when he returned home from a Las Vegas trip. Talk about being on a roll—the lucky dog had won a raffle for a Lost Wages vacation at a Kansas State H.O.G. Rally and upon listening to his messages learned that his entry had been picked second from a stack of thousands in the 1998 Easyriders sweepstakes. It took a follow-up call from Circulation Director Rich Marzella to convince John it wasn't a prank from one of his bros. He was most surprised because Rich didn't lay a sales pitch on him. Just the good news.

Photo: Kim Peterson

L to R: Carol Currie, John Powell, John Grice, Betsy Powell, *Easyriders* Editor Dave Nichols.

John is employed by and rides to Stormont-Vail Medical Health Center in Topeka, where he is a purchasing agent to the Nutritional Services division. He took delivery of a 1999 American Eagle Maverick at the Easyriders Invitational Bike Show in Columbus, Ohio, last February. The $30,000 bike was still crated when he took to the wood box with a pry bar and hammer in front of the stage, with a full house looking on. The dazed look on his face gave way to a smile big as those Kansas prairies back home. John said the bike "runs like a dream" when we called him as he was about to putt off to work. An Easyriders reader for "seven or eight years," he particularly enjoys the magazine's "legal and tech info." John added, "Always remember, and never forget, nothing is ever free ... because Uncle Sam takes his tax bite."

John's been riding five years, first on a Sportster, then a '98 Anniversary Wide Glide. Riding alongside him now on the Glide is his girlfriend, Cheryl. John plans on adding a Blitzkrieg seat to the Maverick so Cheryl's sons, Ian, 13, and Nick, 7, can enjoy the freedom of riding too.

The Maverick is already a show winner; he beat out two homeboys and took first-place honors in the custom class at the Blue River Valley Motorcycle Show in Manhattan, Kansas, in February. However, John says he's "never seen anything as extreme as the Columbus show," when it comes to bike shows. This summer should be a busy one for John, Cheryl, and the Maverick as they plan to make at least six Midwest H.O.G. Rally runs. John is the photographer for his Topeka H.O.G. chapter. Yo, John, how 'bout some American Eagle *Wind* shots?

—Kim Peterson

racing news

Polaris Goes Racing

No stranger to racing, with crack snowmobile and personal watercraft racing teams, Polaris sales, Inc., has announced the formation of "Pro Team Polaris," made up of four major motorsports celebrities. Polaris welcomed NASCAR legends Rusty Wallace, Richard Petty, Al Unser Jr., and Ted Musgrave to the team for the 1999-2000 season. The announcement was made on February 1 at the Charlotte Motor Speedway. The four celeb-drivers will help build the Polaris image through TV commercials, print ads, product videos, and personal appearances. Polaris is the manufacturer of the American-made Victory V-twin motorcycle.

—Dave Nichols

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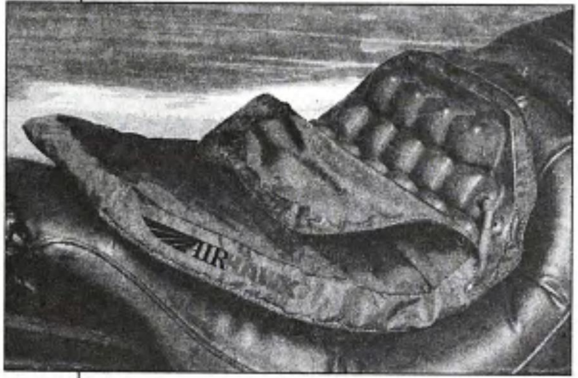

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american alliance

Ford and H-D announce five-year alliance

On March 3, 1999, in Daytona Beach, Florida, during Bike Week festivities Harley-Davidson and Ford Motor Company announced that they have joined forces in a new strategic alliance that brings together America's most powerful brands. Their first venture together is Ford's sponsorship of the H-D Superbike racing program. In fact, the Harley VR1000 race bikes could be seen sporting the Ford logo in the Daytona 200 race.

The alliance will include promotions in the year 2003, the 100th anniversary for both of the American companies.

events

Beach Ride '99

Beach Ride '99, is slated for Sunday, July 11 at San Buenaventura State Beach in Ventura, California. Gates open at 10 a.m. The ride will feature headline musical entertainment, Ms. and Mr. Beach Ride Contest, tattoo contest, bike show, over 200 vendors, food, and lots of fun. Tickets are available at 20 starting points throughout Southern California. Beach Ride benefits the Exceptional Children's Foundation, which serves children and adults with developmental disabilities. Call the Ride Hotline at (800) 696-3727.

industry news

The AMA's new home

Hey, where did the AMA go? Relax, troops, the AMA has relocated to 13515 Yarmouth Dr., Pickerington, OH 43147. The new phone number is (614) 856-1900 and their main fax number is (614) 856-1920. The AMA's toll-free number (800) AMA-JOIN (262-5646) remains the same.

Department-specific fax numbers: AMA Pro Racing: (614) 856-1924; Events & Entertainment: (614) 856-1921; American Motorcyclists: (614) 856-1934.

The Motorcycle Heritage Museum will remain closed until its grand re-opening in the summer of 1999 at its new location.

For more information visit them online at www.amacycle.org/move.html.

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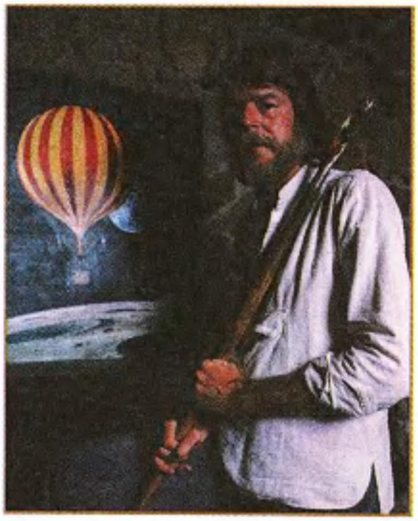

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ADM312

short strokes

Tall rides make for taller stories

I don't know why I titled this column that, but if you know the open road and the adventures it carries you know the romance waiting just outside your door, down the block where the highway begins and mundane ends. Let's get to the news:

Here's a couple of items to ponder when the brain cells begin to float. This is from Off-Kilter from the *L.A. Times:* Using a convoluted mathematical analysis of reincarnation, the report claims that the ***world's current population*** exceeds the total number of people who have ever lived. In other words, there aren't enough dead souls to go around. Bizzare. And from the same column comes this headline from the *Weekly World News*, ***"Today's Bikers are Wimps."*** According to a new survey, the typical biker of the 1990s is a dentist in his 30s who reads the *Wall Street Journal* regularly, enjoys crossword puzzles, and listens to Michael Bolton and Whitney Houston ...

In Japan, it's illegal to ride en masse wearing similar uniforms. Consequently the local embroidery artist who has been sewing designs on bikers' jackets for a decade was arrested after a recent run ...

Remember the September '98 issue with the slick, dark-haired babe on the stretched Gator chopper in the cemetary? Well, that cover created major ***upheaval in the town of Palos Park.*** The town was historically known for spacious homes, love of the arts, and lots of trees, and not known for topless babes—man, are we in trouble now ...

Excelsior-Hendersons are rolling off the line. In fact, I'm due to pick up number 103 before too long. I can't wait to get my twisted customizing mind around that puppy ...

What's the world coming to when grade schools have a rule against puppy love.

Elm Road School in Indiana has banned hand-holding, note passing and ***any talk of affection.*** The rule is designed to help boys and girls learn to treat each other with respect, courtesy, and a certain icy distance. I tell ya, don't screw with mother nature ...

Harley no longer owns the word Hog. "Hog was a generic term in the language as applied to large motorcycles before the public began using the word to refer to Harley-Davidson motorcycles," the Manhattan-based court said ...

Ya win some and ya lose some. Here's one they won. On Sunday, January 31, at noon, Harley-Davidson employee Dennis Schaefer was setting a new world record. When the sun was high over Milwaukee, Schaefer finished the final leg of his record-breaking journey in an attempt to capture the Guinness World Record for the ***"Longest Non-Stop Winter Motorcycle Ride."*** To capture the record, Schaeffer left Milwaukee on January 29, riding a 1999 Electra Glide Classic with a matching sidecar and headed to Mt. Rushmore in South Dakota. Stopping only for fuel, he returned to Milwaukee on Sunday with an impressive 1,782 miles on the odometer. Watch for the bone chilling version of Dennis' ride in the August issue ...

For the first time in history ***J.D. Powers studied motorcycles.*** Here's a brief finding from their think tank: "The report indicates that demand for comfort and convenience features, from a fuel gauge to heated hand grips, points to an unfulfilled need and a clear opportunity for motorcycle and aftermarket manufacturers ... also, bike-to-bike and rider-to-passenger communication systems, alarm systems, flat-tire preventatives, cruise control, tachometer, adjustable seat height, an auxiliary power outlet, traction control, and antilock braking systems are in high demand." Could just buy a Lexus....

That's it, but there's still adventure around the bend, no matter what you ride or how you built it. In fact, last weekend... Well, I won't get into that now.

Ride forever.

—K. Randall Ball

Dear Bros Club,

I have a 1996 Road King and I recently installed 80-spoke Hallcraft wheels, a Corbin seat, and for some added juice, the new Mikuni PAT setup. A three-day ride up the coast landed in my lap, and I was hot to hit the road. The bike was running like a top and glistening from end to end.

Day one took us up the coast. The weather was fine and life on the road couldn't be better. On day two we rolled into the desert. I was out in front, feeling the heat off the land turn my skin a dark tan, while we passed a constant line of iron cages. The bike was running like a bat outta hell when it first coughed. It blinked, I cringed, then it kept going. I had plenty of gas so I wasn't approaching reserve. I relaxed and the wind felt good whipping through my hair, then it coughed again, sputtered and died.

There I was sitting alongside the smoldering desert highway with four guys snarlin' at me. Man, it was hot as pancakes on a griddle. We had heard about petcock problems on these new models, but rumors weren't helping in the desert, miles from even a cold beer.

A few hundred feet ahead was a call box, so I pulled out my Bros Club card and made a call. I didn't know what to expect, but the Bros Club rep hit me with a good attitude and told me to hang, 'cuz someone would be out shortly. Just 45 minutes later a flatbed arrived and we loaded the King on for the trip to Easyriders of Fresno. The petcock was replaced and within two hours I was back on the road.

It's great to call a service that doesn't give you a hard time about being a biker.

Ride Forever,

Snarlin' Jack

Pacoima, Calif.

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cyberspace

AIM/NCOM website

If your worst dilemma is how to clean the grease off your grubby fingers before sittin' down at the keyboard, fear no more. Instead, cruise by the AIM/NCOM Website at (www.aimncom.com) to find out the latest and greatest in the world of motorcycling and motorcyclists' rights. The site features a calendar of events, current helmet law status, and other motorcycle laws by state, including AIM and NCOM news and many, many links!

events

Rolling Thunder XII

On Memorial Day weekend, May 30, 1999, in Washington, D.C., Rolling Thunder XII will take place. That's right folks, Run for the Wall! Last year, at Rolling Thunder XI, organizer Artie Muller estimated that more than 150,000 bikes and 350,000 hardy souls were there in force, demanding a full accounting of those POW-MIA's left behind by our so-called elected politicians and a government that could care less.

For starting dates and locations, contact Rolling Thunder, P.O. Box 216, Neshanic Station, NJ 08853; (908) 369-5439. We'll see you there.

more events

Hollister Independence Rally Gears Up

The City of Hollister, California, has officially approved the 1999 "Independence Rally," taking place July 3-5 in the town that spawned *The Wild One*.

Besides the three-ring circus known as downtown Hollister, the event will feature a motorcycle dealer's row, gourmet alley food court, street party, field events, poker run, beer garden, and its first annual bike show. The display of rolling art will take place on Sunday, July 4 and will feature several classes including a Dealer's Production Class, for bikes built by manufacturers. For info on the Hollister Rally call (831) 634-0777 or visit their Web site at: www.hollisterrally.com.

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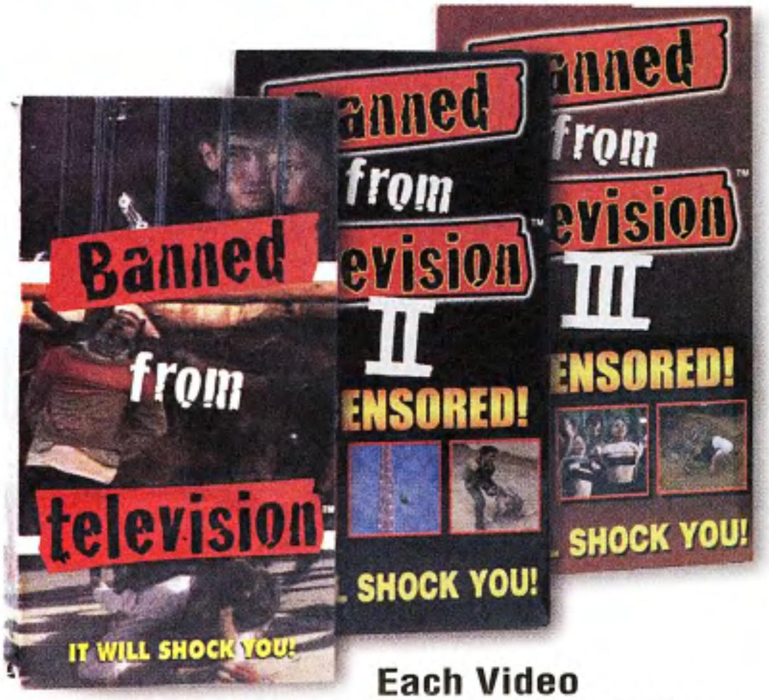

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Court Victory

Virginia Court Declares Helmet Law Unconstitutional

After months of police harassment, on January 21, 1999, motorcyclists finally won a major court decision in Virginia! What started out as simple helmet tickets wound up getting the Virginia helmet law declared unconstitutional by the Rockingham County Circuit Court (Superior Court in many states) on the basis that the statute is void due to vagueness.

In the spring of '98, officers of the Harrisonburg Police Department began a series of "ticket and confiscate" drills against anyone found wearing what they felt was an illegal "beanie" helmet. Motorcyclists were stopped not for traffic violations but for wearing what looked like the helmets officers saw in the NHTSA training film *Fake Helmets.* Riders would be issued helmet tickets and their helmets would be confiscated by the police. It should also be noted that this film was produced with the help of the Maryland State Police and your tax dollars.

As soon as my law office was contacted about this practice, I wrote the Chief of Police and the City Attorney, protesting the confiscations of so-called "unapproved" helmets, and the practice was stopped. I also filed a Virginia Freedom of Information Act request, and that's when I discovered that the police training had consisted of watching the NHTSA video and reading the NHTSA safe helmet brochure.

Eventually, I would represent several of the motorcyclists involved and all of the cases were dismissed. However, there was one biker, Francis Michael Collins, who had already been found guilty, so I had him appeal to the Circuit Court. Once in the Circuit Court, a Motion to Dismiss was filed along with a Memorandum arguing that our statute is unconstitutional because the average citizen is not told what the standard is for a helmet in Virginia. Our state statute requires that a helmet meet DOT, ANSI, or Snell standards. The Court, without an opinion, granted my motion and dismissed the case on the basis that the statute as written is unconstitutional.

What the decision means is that in Rockingham County the law is unconstitutional. This decision, while not controlling in other jurisdictions, is something which gives us a big leg up.

Next year the "safety nuts" will have to try getting a new statute passed, and I think that's when we will have the best chance of defeating the helmet law altogether. Remember that this is an election year, and this is when all bikers need to get out and work for their candidates who will vote against any new bill. That way, if we have the votes in the House or Senate, we can defeat any amendment or new helmet legislation.

—Tom McGrath
Virginia AIM Attorney

of special interest

Scooter Self-Help

Sober Biker World Wide Convention

July 22-25, 1999, thousands of clean and sober motorcyclists will gather just outside of Washington, D.C., at the Frederick Fairgrounds, in Fredrick, Maryland. Any brand of motorcycle is welcome and any program of recovery is accepted. Already confirmed are many speakers including the author of daily meditation book *Day by Day.*

Clean and sober MCs and individual bikers from around the world will ride in together for fellowship, recovery, and brotherhood. Fellowship will feature meetings, speakers, workshops, vendors, a pig roast, a thunder run to the Vietnam Memorial Wall, touring runs to D.C. and Gettysburg, and dancing to live music.

For additional information get online and punch up http://www.geocities.com/motorcity/downs/9095/ or call Jean at (301) 607-0306 (soberbiker@bikerider.com).

investment news

Two-Wheeled Investor

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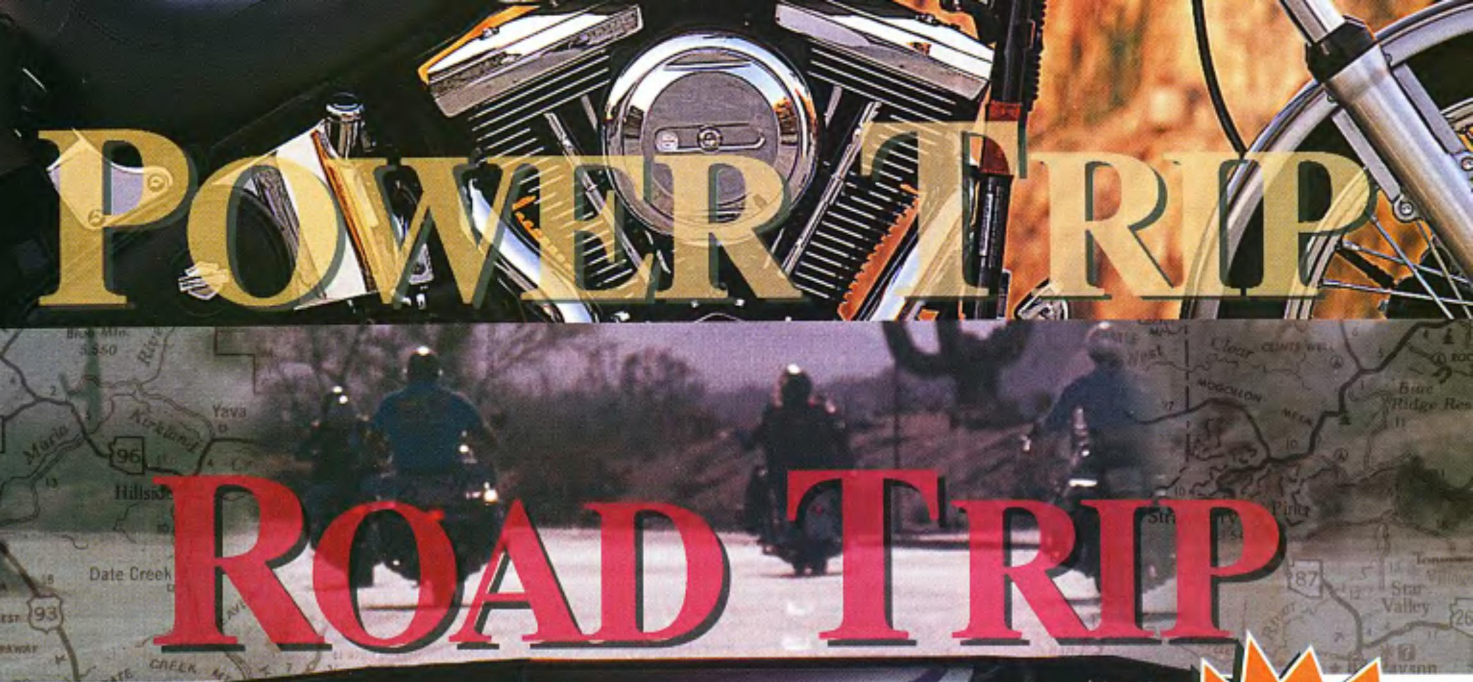
Symbol	Company	Date Public	Last Quote	Date	52-Week High/Low
BIKR	**BIKER'S DREAM**	1997	3 5/8	03/22/99	9.21 - 2.50
EZR	**EASYRIDERS, INC.**	1998	1 15/16	03/22/99	4.25 - 1.12
BIGX	**EXCELSIOR-HENDERSON**	1996	8 3/4	03/22/99	11.00 - 5.93
HDI	**HARLEY-DAVIDSON**	1986	57 3/8	03/22/99	62.25 - 26.12
PII	**POLARIS/VICTORY**	1996	30 3/4	03/22/99	39.93 - 24.00
TMOT	**TITAN MOTORCYCLES**	1998	3 15/16	03/22/99	5.25 - 3.50



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RIDIN' RACER GREG MOORE

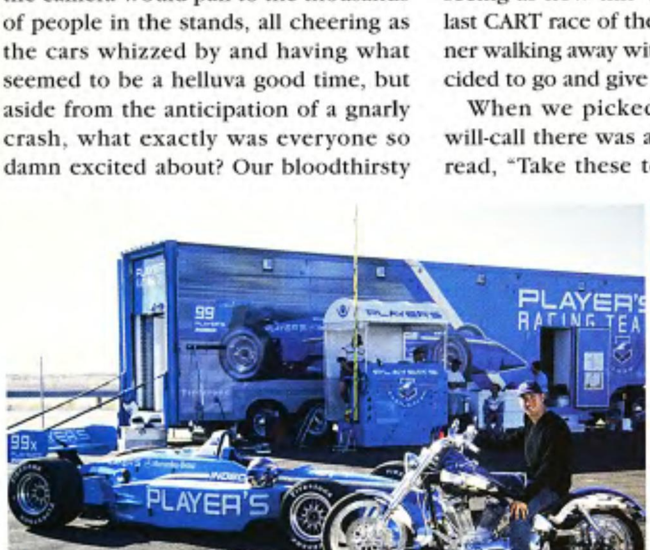
INDY LIGHT IS LESS FILLING

Watching racing on television usually puts me to sleep, staring at the blurry cars going around and around and around ... Sorry, I almost dozed off. I always wondered what the attraction was. I mean, the camera would pan to the thousands of people in the stands, all cheering as the cars whizzed by and having what seemed to be a helluva good time, but aside from the anticipation of a gnarly crash, what exactly was everyone so damn excited about? Our bloodthirsty Easyriders crew was about to find out.

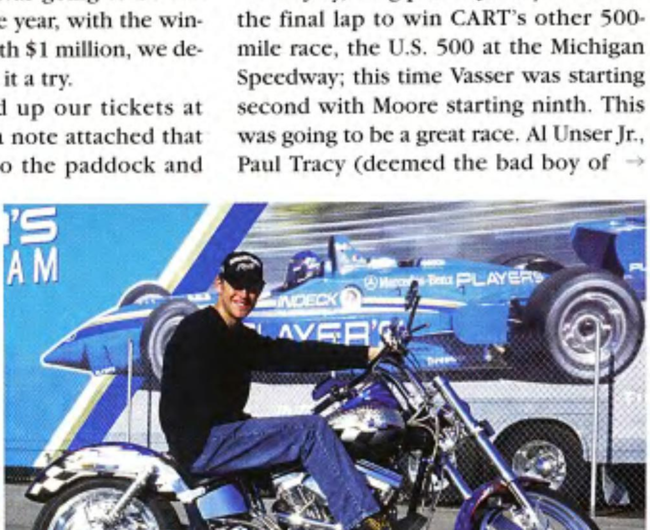
We received an invitation to attend the Marlboro 500 CART race in Fontana, California, complete with press and pit passes. True, *Easyriders* is not a car mag, but a lot of these drivers ride, and seeing as how this was going to be the last CART race of the year, with the winner walking away with $1 million, we decided to go and give it a try.

When we picked up our tickets at will-call there was a note attached that read, "Take these to the paddock and go to the Forsythe/Player's Racing Team area." We were well aware that this team was the sponsor of one hot driver, 23-year-old Greg Moore. Greg was scheduled to race for the cash that day, and the line on him was pretty good.

Last July, Greg passed Jimmy Vasser on the final lap to win CART's other 500-mile race, the U.S. 500 at the Michigan Speedway; this time Vasser was starting second with Moore starting ninth. This was going to be a great race. Al Unser Jr., Paul Tracy (deemed the bad boy of →



Profiling with all the toys in the paddock.



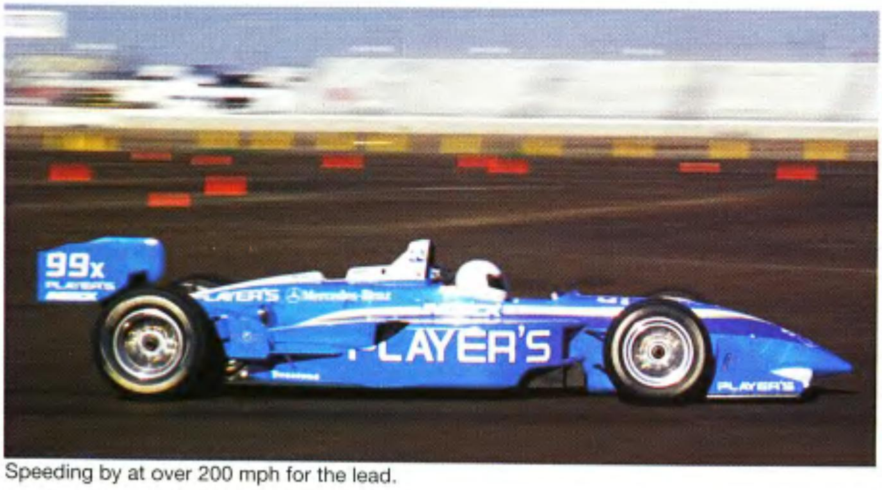
Speedster Greg with his souped-up Titan Gecko.

CART for his "aggressive" style the previous weekend in Australia) Alex Zanardi (last year's Marlboro 500 winner) and Bobby Rahal (making his final race appearance) were just a few of the drivers competing in this big-dollar race.

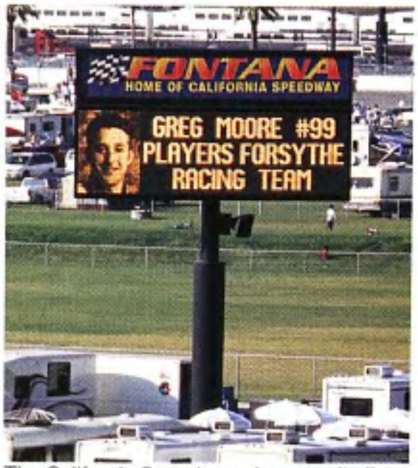
Getting into the pit area was not an easy task, but once we were there, the beer and coversation flowed like ... well, beer! We sat down with Greg before the race and talked about everything of importance—namely, motorcycling! Greg started riding dirt bikes when he was just a kid (hell, he's only 23, it couldn't have been that long ago). He started racing Go Karts at the age of 10 and graduated to "Indy Lights" when he was 16. These are the Indy car proving grounds. If you can master these cars, you can set yourself up to drive the real things. In 1993, Greg and his dad had their own Indy Lights team, and over the next couple of years, he and his father traveled the race circuit. In 1995, Greg not only won the driver's title with 242 points (over 100 more than the runner-up, Robbie Buhl), but he broke Paul Tracy's records of 10 wins and five consecutive wins at the start of the season, as well as recording seven pole positions and leading 375 out of 583 laps. Sponsors were starting to take notice.

One of those sponsors was the Forsythe/Player's Racing Team. Greg was more than ready when Forsythe came a-knocking. They were impressed with his driving, and being a Canadian driver for a Canadian-sponsored team didn't hurt either. The CART season has 20 races and another 50 days of tuning the car to run at perfection. After signing with Forsythe, Greg finished the 1996 season as the runner-up for Rookie of the Year, just behind Alex Zanardi, and finished ninth overall in the CART standings. Not bad for his first year. In 1997, he was the youngest racer in CART history, at 22 years, one month, and 10 days (they sure are exact!). He finished the season seventh overall with a pretty good season behind him.

Greg graduated to the big twin world a few years ago, and recently hooked up with Titan for his current ride. Obviously, speed is important to Greg, and his bike is no exception. Greg chose Titan's rubbermounted Gecko, with a few special options. Most of you are already aware of Titan's exacting standards and the quality of their motorcycles. You're also aware of the fact that Titan's bikes are already performance-oriented; however, this one's a little different. Greg chose the 107-cubic-inch Titan/S&S engine with the Super G carb and Thunderhead exhaust to complete the Titan Power package. He then had the



Speeding by at over 200 mph for the lead.



The California Speedway sign says it all.

stretched tanks and skirted fenders sent to Troy Lee, who did the paint work on Greg's racing helmet. Some chrome work was also added to the ready-to-rock Gecko. Ever wonder how a guy like Greg got hooked up with a company like Titan?

"I've never been involved with a big motorcycle company before," Greg says, "but after dealing with Titan and touring their facilities, I could tell they were running a first-class operation and that's what's really important to me." Isn't that true for most of us. "We often tune the car in Phoenix [Titan's headquarters], which also gives me the opportunity to ride a lot and really get to know these folks," he continues. "It's just been a great working relationship." We decided we had enough photos and beer (at least for the hour), so we decided to get to the seats and let Greg do what he does best.

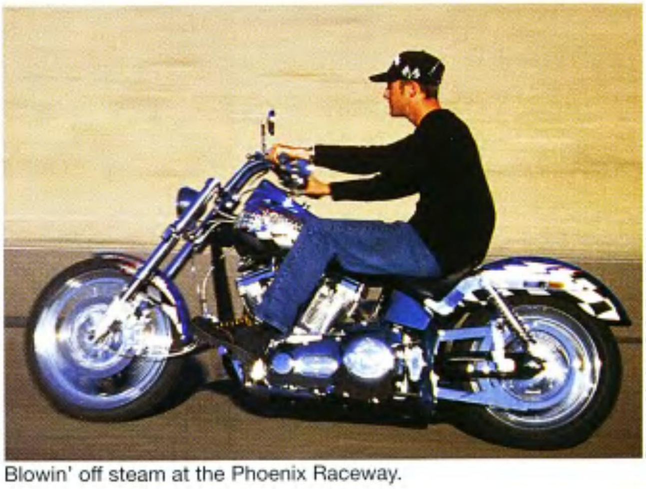
There was no way we were gonna be dozing off in this place! The stands were rocking and the race was actually pretty exciting, coming down to the very last lap. In lap 247 of the 250-lap race, Paul Tracy lost control of his car, which put Greg in first place. But as the green flag dropped with just one lap remaining, Jimmy Vasser shot past on the outside, and two-time reigning series champ Alex Zanardi crowded the middle, leaving Greg temporarily in third. Vasser never looked back, and took the $1 million payoff, and another $500,000 for taking second in the season's standings. On the very last opportunity, Greg fought past Zanardi to finish .0360-seconds behind Vasser for second. You could say this race was a little revenge for Vasser, who was leading in the final lap in Michigan before being passed by Moore.

Although Greg finished second that day, and fifth overall for the season, he's definitely on the rise in CART racing. Greg's teammate, Patrick Carpentier, finished 26th in Fontana, but we discovered there's a lot of camaraderie between the two. "It's not like a couple of fighting siblings out there, "Greg says, "but come race day, it's every man for himself."

Titan Motorcycle Company held a party for Greg and the Forsythe/Player's Racing Team in Phoenix the next day. You'll see full coverage of that barnburner in an upcoming issue of *VQ*. So what lies in Greg's racing future? "Winning the CART Championship, of course!" Guess we should've figured that one. We'll all get to see how that goes starting with the Motorola 300 at the Gateway International Raceway in Madison, Illinois, on May 23, 1999.

—Sherwood Adunner

Making some speed adjustments on the Indy car.



Blowin' off steam at the Phoenix Raceway.

Photos: Markus Cuff, Paul Martinez

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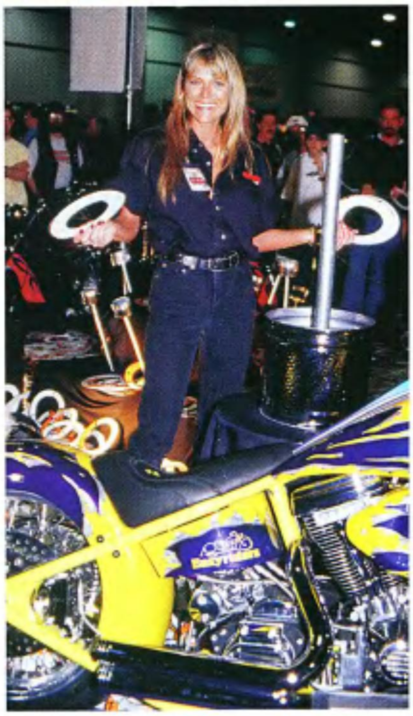


The kings of bikerdom descended upon the Queen City of the South, Charlotte, North Carolina, to show off their latest wares last January 16. For five years the Charlotte event has grown, becoming the largest on the regional Easyriders Bike Show circuit. In Charlotte, it's weather be damned—if you throw it, the people will come. No matter if it's snowing sideways, or bright with nothin' but blue skies from now on, the scooter folk from the Southeast are eager to get to it and party hardy.

Those who sucked it up and rode in were greeted with clear skies and 65-degree temps at the downtown Charlotte Convention Center, a top-notch facility that is the venue in the area. Whether it's the latest rock group performing or the best bike show in the land, the Charlotte Convention Center is the place to be. It's a far cry from 20 years ago when the ragtag Easyriders road crew threw a swap meet party at a drafty barn-like facility that had the local police on full alert. Of course, no one gave a rat's ass back then. But times have changed, and it's nice to be able to upgrade for our people.

Lots of things have changed since those smoky days of that '70s show, foremost being the bikes we rode and ride. Panheads, Shovelheads and rats of all persuasion were the putts du jour back then. In 1999, the Evolution revolution is in vogue, as Charlotte's top placings in the Best of Show categories were dominated with late-model, high-tech Harleys. The creative bros in the South reflect the national swing to customizing through modern chemistry, er, stylings.

Hey, even the city's constabulary (read: The Man) has mellowed, not that we gave them any reason to be otherwise. But if the local law authorities are reflected by the class of Officer Sean Witherell and his partners, well, →

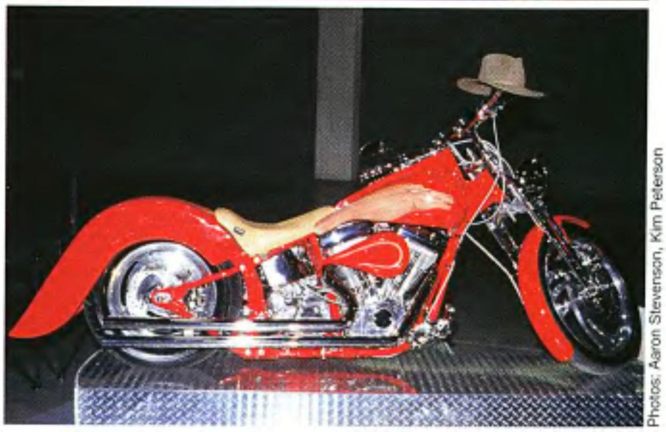
Charlotte and its citizens are in good shape. He even offered to buy our hard-working assistants Cathie and Sandra the donuts at next year's event shindig. Whatta guy. 'Course, ya gotta see Cathie and Sandra.

But I digress. The hustle started early Friday with the show's setup and shifted into high gear that afternoon and into Saturday morning as 165 registered bikes were placed to give each the best possible chance of catching the public's eye. More scintillating scoots were actually on display, but merely as eye candy from local shops for the spectators. Come to think of it, ya gotta go back to Thursday night when the action began to get wild and woolly around town with stops at various strip clubs and local bike shops like Easyriders of Charlotte and Dick Stafford's cycle center, who had a few hundred folks drop by to meet Lori, Ms. Easyriders 1998, who would also be on hand for classy digital photos aboard the Captain America replica Panhead during the show on Saturday.

Nearly 8,000 people rode down Tobacco Road to visit the fifth stop on the eight-stop tour of America for the 11th annual Easyriders Bike Show, and nary a discouraging word was heard. New for this year was the addition of a crowd-pleasing game called the Piston Ring Toss Motorcycle Giveaway. Upon entering the show each spectator was given a cardboard disc, the center of which popped out. After signing up with name, address, and phone number, the spectator tossed the disc in the hopes of ringing a group of pistons—like a horseshoe toss. This was no easy feat. The lucky ringers were then put into a hopper for an eventual drawing in Columbus, Ohio, at the season-ending Invitational. Two winners would be randomly picked from the hopper for the right to own either a brand-new Pure Steel custom bike, or an Arlen Ness work of art.

Other crowd pleasers were the rocking sounds of the Sonny Moorman Group, the Easyriders Product Fashion Show, incorporating talented, youthful models from the Charlotte area, and a large number of door prizes donated by the show's generous vendors. However, all took a back seat to the always popular Calendar Girl contest, in which slender brunette Erin Wessinger from Irmo, S.C., drew the biggest ovation and was photographed by Mike Lichter later that night with Gene Hayes' silver Special Construction ride. Erin will grace the 2000 Easyriders Calendar.

As Charlotte sits in the heart of NASCAR Winston Cup country, we were fortunate to



Photos: Aaron Stevenson, Kim Peterson

have a racing rider in attendance, Jack Sprague from Concord, N.C., whose '98 checkered Pro Fat earned a third Best of Show in the Spectator division. Jack was the Craftsman Truck Winston Cup series winner in '98. Best of Show winners Dale Montgomery, Gene Hayes, Ron Seitz, Robert Gilliland, Lee Dart, Lou Bianculli, and Dale Lunsford were further validated with high placings at the national invitational show a month later in Columbus, Ohio.

Topnotch shops who came to display, compete, and, in general, show off their quality rides were Carolina H-D in Gastonia; Collision Bike Works from Indian Trail; Iron Horse Motorcycles with a solid selection of new and old bikes from their Monroe, N.C., store; H-D of Charlotte in Matthews; Morton's Custom Cycle in Concord; and Triad Cycle Works from High Point, N.C. Then there were impressive individuals from out of state like Alabaman Cliff Lynn and his immaculate array of antiques, Floridian master builder Cyril Huze and his latest high-tech vision, and Norman White Jr. from Newport News, Virginia. All had incredible bikes, some were honored, some were not, but all augmented and complimented the show in a positive way.

That brings us to the toughest part of any bike show—the unenviable, yet inevitable, voting process. With more than triple the amount of bikes as awards, there are always going to be hurt feelings, but what can ya do? On the Spectator Class side the public votes, and bike builders have to take their chances with that. The Judged Class is voted on by a group of staffers who are under the gun from the gate, and actually begin their assessments of the machines from the moment they see 'em and all throughout the day and evening. The biggest complaint seemed to be they weren't seen judging. Believe me, they're a discreet, secretive bunch who try to not let politicking influence their trained eyes. Everyone has different tastes and what looks good to one, won't to another. So to brothers like David Kennedy, who humped it down south from his Indiana home, with an admittedly nice Softail with gobs of detail, only to come up empty, we can only say—tough. Not sorry, because if you're a true biker you know that's the breaks, bro. Who knows, next year might work out better for all the also-rans. At least they ran, right?

One thing's for sure, it'll be tough bettering next year's Charlotte stop on the Easyriders Bike Show circuit—Tour 12 for those scoring at home—but somehow we will.

—Kim Peterson

Charlotte, N.C., January 16, 1999 Winners List

SPECTATOR CLASS

Best of Show

1. Dale Lunsford, Marion, N.C. 1998 Pro-Street FXR
2. Ron Seitz, Reynoldsburg, Ohio 1997 Shovelhead chopper
3. Jack Sprague Concord, N.C. Lake Norman 1998 Pro Fat 180

Easyriders

1. Mike Howington Cary, N.C. 1997 Bourget Python Limo
2. Collision Bike Works Indian Trail, N.C. 1997 Custom Pro-Quad
3. Andy Clement, Morton's Custom Cycle Concord, N.C. 1998 Heritage
4. D & M Custom Cycles Calhoun, Ky. 1998 Softail FXSTS

VQ

1. Larry Hoopaugh Charlotte, N.C. 1998 Lake Norman Pro Fat 200
2. Farra Shea Cook Douglasville, Ga. 1998 Pro Street
3. Lou Bianculli Ft. Lauderdale, Fla. 1995 Fat Boy

Biker

1. Rodney Alexander, Rodney's Cycles Lowell, N.C. 1980 FXE rigid
2. Steve Culnon Wake Forest, N.C. 1998 hardtail
3. Jerry Holder Troy, N.C. 1997 Softail

Quick Throttle

1. Robert Arey Shelby, N.C. 1997 Pro-Fat 180
2. Rodney Morton, Morton's Custom Cycles Concord, N.C. 1973 rigid Sportster
3. Scott Reid Lowell, N.C. 1998 Softail

In The Wind

1. Lee Wimmer Perkasie, Pa. 1997 rigid chopper
2. Barry O'Donnell Jasonville, Ind. 1974 Low Rider
3. Rose Bonanza Burgaw, N.C. 1993 Sportster trike

Early-Riders

1. Dale Ball Asheville, N.C. 1947 Knucklehead
2. William McLaren Montvale, Va. 1948-'45 Flathead
3. H-D of Charlotte Matthews, N.C. 1956 Panhead

JUDGED CLASS

Best of Show

1. Dale Montgomery Brandon, Fla. 1999 H-D custom
2. Robert Gilliland Jr. Minford, Ohio 1997 1200 Sportster
3. Gene Hayes Lugoff, S.C. 1999 Softail

Editor's Choice

Cliff Lynn Valley, Ala. 1948 FL

Specialty

1. Armon Furr Orangeburg, S.C. 1997 Pro Dragster
2. Click Baldwin, Carolina H-D Gastonia, N.C. 1996 FLHR
3. Jerry Scruggs Gastonia, N.C. 1999 Mini Drag

Radical Division

1. John "Rick" Tilch Hughesville, Md. 1998 Softail
2. Colby Morris Charlotte, N.C. 1998 Independence Express
3. Waine Hicks Mechanicsville, Md. 1990 Springer Softail

Street Custom

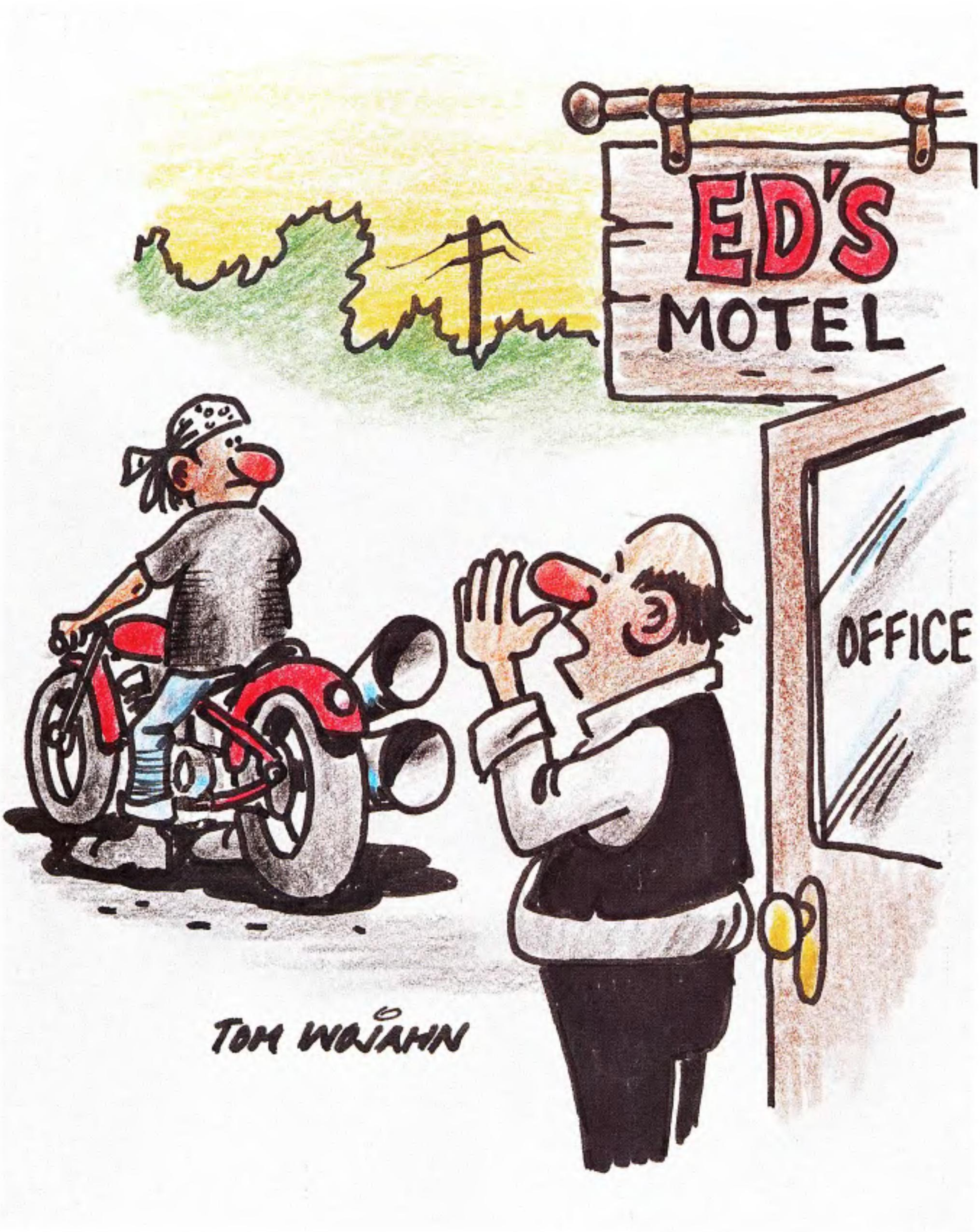
1. Ed Tooley Palm Harbor, Fla. 1998 Medusa S&S custom
2. Lee Dart Candor, N.C. 1999 FXR
3. Mike Holmes, East Coast Customs Charleston, S.C. 1997 Boyce Pro-Street

Antique

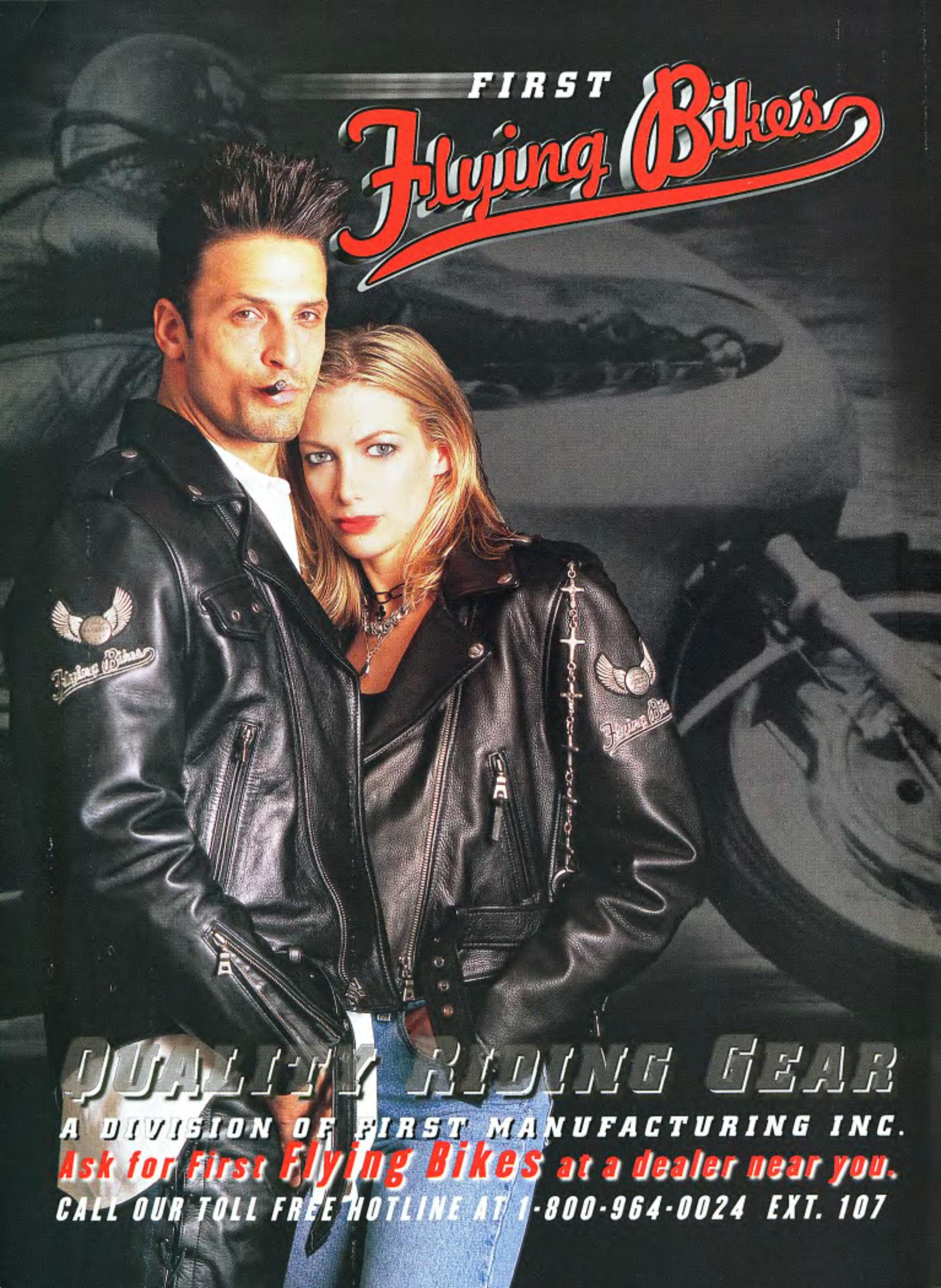
1. Cliff Lynn Valley, Ala. 1948 Indian Chief
2. Mike Heafnor, Iron Horse M/C Monroe, N.C. 1952 FLH
3. Buster Albright Mebane, N.C. 1948 H-D Hummer

Sportster

1. Brian Cawley Gaston, S.C. 1996 XL
2. John Patrick Huntersville, N.C. 1973 Sportster
3. David Eason Kernersville, N.C. 1984 XR 1000



"Time for the seven o'clock wake-up call, Merle."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Talking Tech

COATING QUERY

I live on the Central Coast of California, and I'm having a hellava time finding a decent powdercoater. Seems all the enviro types around here are making it too tough for folks in that line of work. Got any suggestions?

Fast Freddy
Santa Barbara, California

We gotcha covered, Fred. There's a company called Bell Powder Coating in Ventura, California, at 2897 Palma Dr., that can handle anything you've got. Give our pal Jerry Mitchell a call at (805) 658-2233, and he'll take care of ya.

MAIN OR COUNTER?

I keep hearing people refer to the tranny sprocket as a "countershaft" sprocket. Last I knew, the mainshaft was what stuck out of the tranny and attached to the clutch. Isn't the countershaft inside the case? Just curious.

Jake Anderson
Waukeegan, Illinois

I don't really know why some folks call it a "countershaft" sprocket, because the mainshaft is, as you say, the one sticking out of the tranny. The drive gear, be it 4th or 5th (depending on your model of tranny), that the sprocket goes on even is listed as the mainshaft gear. Again, I went back and looked in the H-D manuals, and sure as shit, the chain sprocket, or belt pulley, slips over the mainshaft. Even my '41 FL parts catalog clearly notes the mainshaft and countershaft in bold letters separately so there's no mistaking them. The countershaft is inside the tranny, the mainshaft sticks out and bolts up to the clutch hub. Therefore, I'd say it's a mainshaft sprocket, but I always call 'em tranny sprockets. Saves me an argument.

200 TUBE?

Any suggestions for what inner tube to run with an Avon 200 rear tire? I want to use an Akront spoke wheel, and I don't want to seal the spokes, so I need a tube. What should I use?

Ray J. Neals
Reno, Nevada

I know just the trick. Since not all wheels are sealed to run tubeless, such as your Akront, there has been interest in solving this problem. And the folks down at Atlas Precision have it. They did the research and dug up a radial car tire tube that cross-references over to fit just right for this application. They can be reached at (760) 242-9111.

TO LUBE OR NOT TO LUBE

Is it true that the Tsubaki 530-Sigma chains don't require chain lube? I'm customizing my Softail and love the look of chain, but hate the mess. I read in an issue of *Quick Throttle* that this Tsubaki chain in particular doesn't need lube since it's an o-ring chain. If this is the case I'll go with it instead of my belt, especially since I can run a bigger rear tire.

Eagle
Ft. Wayne, Indiana

Yeah, they can be run without lube, since those o-rings are sealing in the grease to keep it lubed internally. My bro John Linden, Tsubaki's U.S. rep, says that all ya really need to put on the chain is a little bit of Silkolene All-In-One sprayed on a rag, then wiped over the chain to keep the metal clean. Wipe off the excess, and that's it. Now you have your chain and no mess. Good luck.

BEIN' A SPORT

In October '98's Talking Tech, I noticed a letter from Glen Manning III. He was asking about an electric start kit for his 1974 Sporty. Well, I have all the parts he needs and can instruct him on how to do the job. Please forward my address and phone number to him.

"Tank" Ted Dias
Westport, Massachusetts

Thanks a mil, bro. Your contact info is on its way to Glen. Thanks for helping out!

SISSYBAR BLUES

I have a 1996 Bad Boy and am attempting to change the look of the rear with a custom sissybar. Problem is, there just aren't a lot to choose from these days. Specifically, I'm looking for a tall, round, tapered-style bar—like the one on the Captain America bike (January issue (#307). Can you suggest any aftermarket distributors or perhaps some others to take custom orders?

R. Wolfgang Leitner
Papillion, Nebraska

I would suggest having the bar made, since you'll end up with exactly what you want. A company that bends tubing for specialized applications can duplicate from a drawing anything you like. Most places can bend stainless or regular steel, and if you thumb through a few of the bigger catalogs (Drag Specialties, Custom Chrome etc.) you'll be able to buy the mounts that will accommodate round sissybars and adapt them to your rear fender struts. Should you choose stainless steel, it can be polished to a brilliant luster that looks better than chrome, and will hold it's polish for a long time. But since you ride a Bad Boy, remember plain steel tube is cheaper if you plan to powdercoat it black.

NEVER ASSUME

I decided to repaint my bike and detail the engine. I stripped it partly down and had the oil pump polished along with a few other pieces. Well, I put it all back together, fresh gaskets for the oil pump, and when I fire it, I have no oil pressure on my gauge. After too much checking, I gave in and pulled the cam cover, only to find the gear on the oil pump shaft able to turn free of the shaft. I sheared the key in the shaft, but didn't hurt my engine. Is there some mystery to putting an oil pump back on an engine?

K.D.
Seattle, Washington

Well, they aren't complicated, but the manual does suggest assembling the pump on the engine leaving all the bolts loose during assembly, then proper torquing when you're finished. My guess is that this guy set the pump up to his specs and used a thicker gasket when it was assembled. If you got ahold of a thinner gasket, you lose what little clearance you had left and lock up the pump and shear the key. There are several different gaskets for oil pumps I have run across that vary in thickness. Contact the guy who did the engine originally, or get a new pump and don't mess with it internally.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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www.harley-davidson.com ©1998 H-D.

10 Years of Easyridin' With Easyriders Video Magazine!

Who'da thunk in 1989 that 10 years later we'd still be producin' Easyriders video magazines? The road to video making has been long and winding, beginning a decade ago because Joe T. had a bunch of old 16 millimeter biker films from the late '70s in his vault that he thought folks would enjoy. So we cut 'em all together, added some rockin' tunes from David Allen Coe, the Doors, William Van Dyke and Top Jimmy, shot some original footage, and Easyriders Video Magazine numero uno was born!

The response surprised us all, and we realized that we were gonna have to follow it up with something spectacular. As luck would have it, Easyriders decided to go into the event business, so we had the in on the first-ever Easyriders Invitational Bike Show on—get this—The Queen Mary in Long Beach! They let us go to Daytona Bike Week, then Bubba's Honda Drop in Wisconsin, and, well, you get the idea—the party never stopped.

Over the years we have been privileged to attend the crème de la crème of biker events all around the country. Picture this, you open up a copy of *Easyriders*, turn to the "What's Happening" page and say to yourself, "That looks like a rockin' party," and *poof!* we're there! We've been doin' this for 10 friggin' years!

If this isn't the greatest job on the planet, I'll show ya my weasel. But don't tell the boss, it's just our little secret.

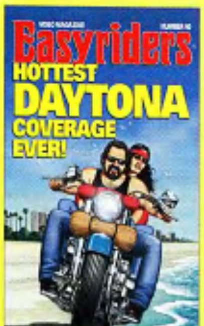
Speaking of the boss, remember when Joe got the harebrained idea that the fastest motorcycle in the world should be a Harley-Davidson! It didn't phase him that Kawasaki had held the Land Speed Record for a whole bunch of years. He just wanted to go faster. Well, we did—322+ mph, to be exact. Easyriders Video was not only there, some of us got to work on the crew! The momentus feat appeared in video #6, and also on two full-length documentaries about the Streamliner.

It's been an incredible 10 years and we met some great folks along the way, like drag racers Pete Hill (video #6) and Jim McClure (video #10), champion hillclimber Kerry Peterson (video #14), and road racers Jay Springsteen (video #18), Scotty Parker (video #31), Pascal Picotte, and Thomas Wilson (video #37). We even talked to the unstoppable Dave Barr about his incredible motorcycle adventures and biker/Senator Ben Nighthorse Campbell about politics and life.

But most—and best—of all, we traveled to biker parties all around the world and met stand-up folks everywhere—bikers, the greatest people on earth. Easyriders Home Video and Television's motto has been, for 10 years now, "If you were there, you may be in here!"

Easyriders Videos past and present are available at select bait shops ... I mean, bike shops and through Easyriders (800) 247-6246. Don't miss our latest—Video #40, Daytona Special—on sale May 15.

—Kit Maira



What's New for the Future of Easyriders Video?

Besides the usual wild quarterly video shenanigans, look for us on the **Speedvision** network. That's right, Easyriders is shooting segments in conjunction with **Speedvision's** "American Thunder" show. That's just a start, there will be many other projects for satellite and cable television coming soon. You heard it here first!

—Kit

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2nd Prize $25,000.00
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Pick from one of these new '99 edition Harleys!
Road King®
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Or $15,000.00 Cash!
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SEE DETAILS INSIDE

Over 1200 prizes

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Grand Prize $39,000.00

TITAN Motorcycle Co. of America ©

limited edition "Playboy" Custom Motorcycle could be yours!

Limited Collectors' Edition "Playboy" cruiser-style motorcycle. Only 100 bikes built. Features 100 h.p. V-twin engine and special graphic treatment of a Marilyn Monroe silhouette and the Playboy Rabbit Head logo.

4th Prize — 100 $500.00 Gift Certificates

BIKER'S CHOICE™

One hundred lucky winners will each cruise away with a $500.00 gift certificate good for cool cruisin' custom parts from Bikers Choice.

5th Prize — 100 Easyriders® Superbags

Each Superbag is jam-packed with an assortment of exclusive *Easyriders*® apparel, accessories and valuable biker items. Valued at $150.00 each.

(Actual items may vary)

EARLY BIRD BONUS $1,000.00

Mail your order before June 3, 1999. If you do, and you're selected as the 1999 Grand Prize winner, you'll not only get the bike of your dreams but we'll also toss in another $1,000.00 beer money.

6th Prize — 500 Body Pockets

Retail Price $69.95

The Body Pocket, created exclusively for *Easyriders*®, includes four compartments (including a hidden one) and can be worn in a variety of ways.

7th Prize — 500 Easyriders® Event Tickets

500 lucky winners will receive two 3-day passes to check out all the thrills and spills at any of Easyriders' Motorcycle events. Valued at $60.00 a pair.

BONUS!

The top 200 winners will be invited to the exclusive 1999 Love Ride Party at the *Easyriders*® Ranch in Malibu, California.

anteed to be given away. No Purchase Necessary.
GIVEAWAY
Spectacular DISCOUNTS!
Lowest prices ever!
...see entry form for details.
1st Prize
Your choice of $25,000.00 Bike
Captain America by California Motorcycles Co.
Or
Billy Bike by California Motorcycles Co.
2nd Prize
$25,000.00
American Ironhorse "Outlaw"
3rd Prize
Pick from one of these new '99 edition Harleys!
Road King®
Springer®
Fat Boy®
His'n'Hers
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Or $15,000.00 Cash!
PLUS,
order your subscription(s) with your sweepstakes entry form now (new or renewal) and save on all these great Action & Lifestyle magazines.
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Special Bonus
The 1st 100 subscribers to any of these magazines will receive a classic biker RIPPER CAP FREE!

John Hogate

Barbara Hamill

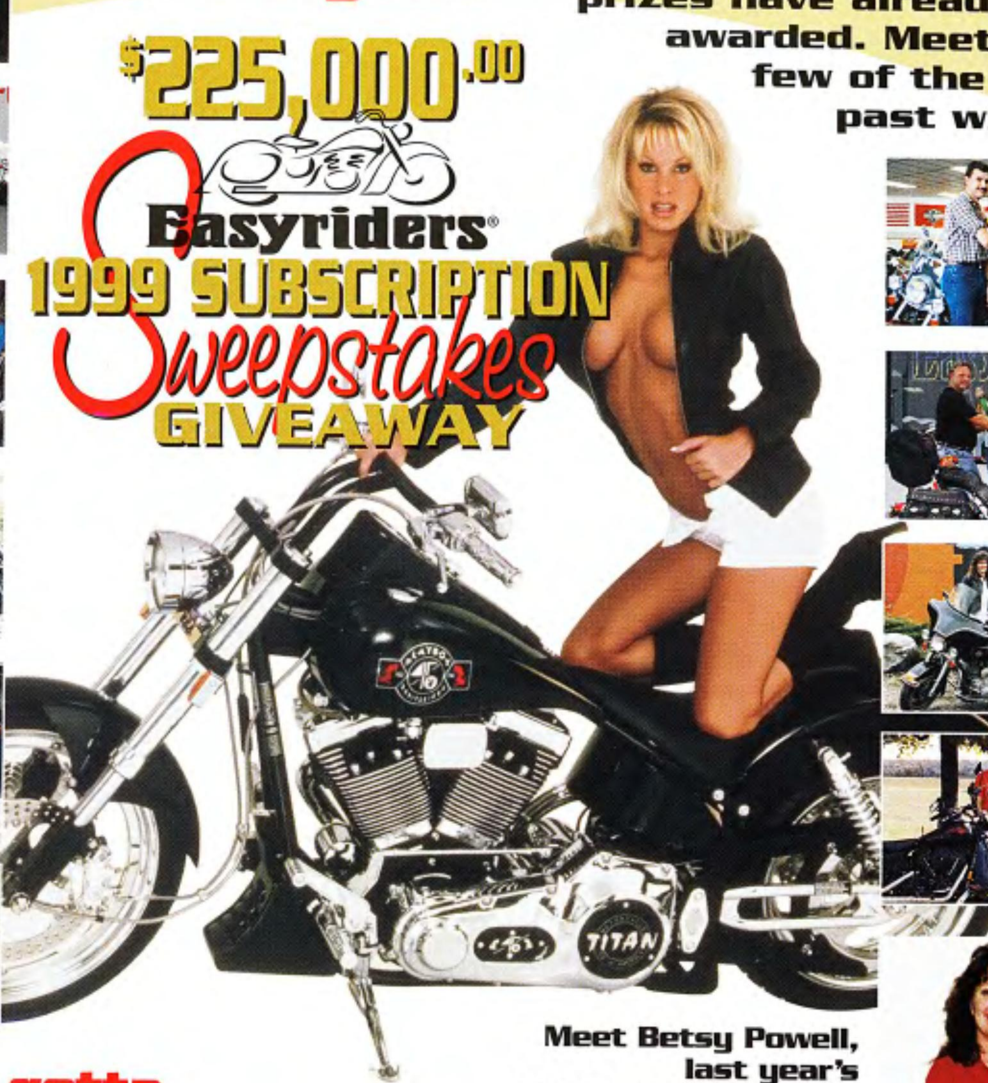
Shawn M. Finn

Mike Moore

Krazy John Carlisle

Mario Licata

Don't forget...



More than $1,200,000.00 in prizes have already been awarded. Meet just a few of the 11,000 past winners.

Paul Szmurlo

Dan Lisenko

Norm and Lise Lock

Jeff Kruckenberg

But, you gotta enter to have a chance.

Meet Betsy Powell, last year's GRAND PRIZE WINNER of a Pure Steel® Custom Motorcycle.

OFFICIAL SWEEPSTAKES RULES

1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to the 1999 $225,000.00 Easyriders Subscription Sweepstakes Giveaway, P.O. Box 469057, Escondido, CA 92046-9057. Entry form must be legible and completed in full to be valid. All entries must be received by August 31, 1999. Easyriders, Inc. assumes no responsibility for lost, misdirected or late mail.

2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,204 prizes – 1 Grand Prize, 1 First Prize, 1 Second Prize, 1 Third Prize, 100 Fourth Prizes, 100 Fifth Prizes, 500 Sixth Prizes, and 500 Seventh Prizes. The $15,000.00 cash option is in lieu of only the Third Prize choice. The motorcycle prizes pictured may not be the specific ones awarded. Total approximate retail value is $234,000.00.

3. Winners will be selected by random drawing from all entries received by Doyle, Hull & Gregory, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. The odds of winning a prize will depend upon the total number of eligible entries received.

4. Sweepstakes is open to all residents of the U.S. aged 18 and over, except employees of Easyriders, Inc. and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE AND LOCAL TAXES, IF ANY, AND DELIVERY OF BIKES ARE THE RESPONSIBILITY OF THE WINNERS.

5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders, Inc., and none will be returned. Winners grant Easyriders, Inc. and its agencies the right to use their names and likenesses for advertising and promotional purposes.

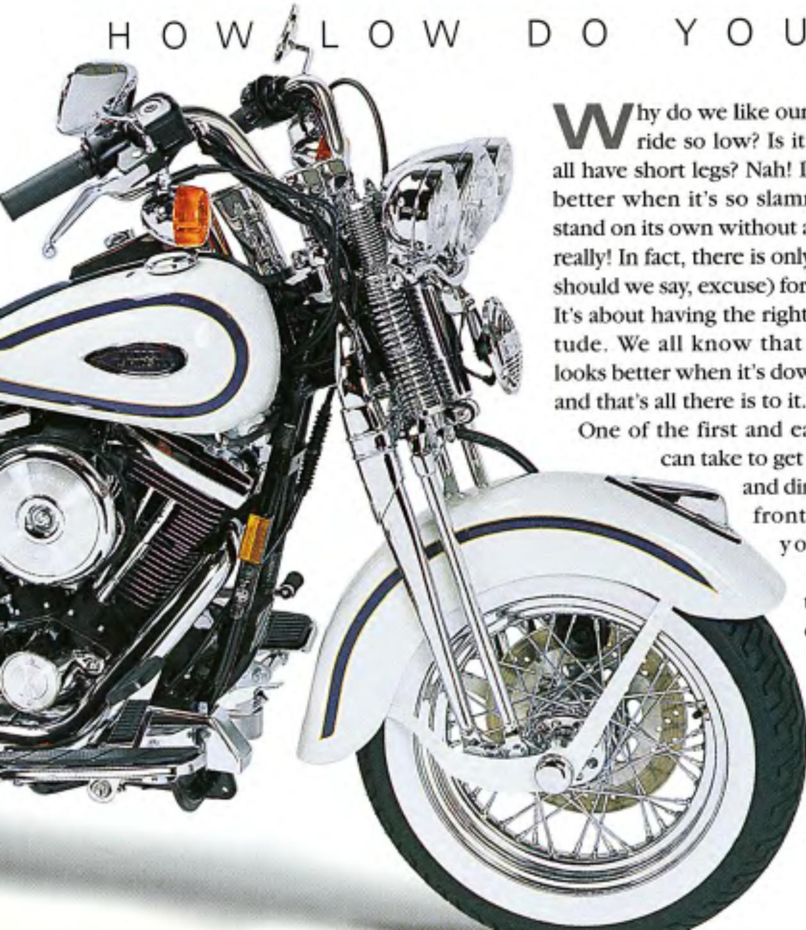
6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Easyriders, Inc., 1999 Sweepstakes Winners List, P.O. Box 1050, Agoura Hills, CA 91376-1050.

NO PURCHASE NECESSARY TO WIN.

You could be a winner too!

EASYRIDERS' TECH GUIDE TO FRONT END LOWERING KITS

HOW LOW DO YOU WANT TO GO?



Why do we like our motorcycles to ride so low? Is it because bikers all have short legs? Nah! Does a bike ride better when it's so slammed that it can stand on its own without a kickstand? Not really! In fact, there is only one reason (or should we say, excuse) for lowering bikes. It's about having the right stance and attitude. We all know that a custom bike looks better when it's down in the weeds, and that's all there is to it.

One of the first and easiest steps you can take to get your bike down and dirty is to lower its front end. Whether your ride uses conventional telescopic forks, or Harley's nostalgic Springer front end, you can be sure someone has devised some kind of lowering kit for it.

You will find in this section a selection of front end lowering kits available today. Most of them are inexpensive, and pretty simple in their design. Although installation is straightforward in most cases, it can require special tools and involve a certain degree of experience, so be prepared. You may also choose to turn the project over to a professional, as most bike shops are very familiar with the procedure and will do the installation for you in just a couple of hours.

Before you go ahead and slam your sled, keep in mind that decreasing its suspension travel will likely increase your chances of bottoming out and reduce the bike's comfort. At the same time, your bike's lean angle will decrease, and you may have to adjust your riding style accordingly. Remember, though, that most kits will safely lower your bike 1 to 2 inches, which offers a very acceptable style versus comfort compromise.

—Benoît Lambœuf

PROGRESSIVE SUSPENSION

Progressive Suspension has been designing, developing, and manufacturing high-performance motorcycle suspension components since 1982 and has been offering progressive rate fork springs and lowering kits for the Harley-Davidson rider since 1989.

Their fork lowering kits include spacers, lowering components, and progressively wound springs, made of the finest materials available. Their easy and inexpensive kit will allow you to lower your front end by 1 or 2 inches.

Applications include 41mm Showa front ends on Harley-Davidsons from late '77; 39mm Showa forks for Sportster, FXR, and Dyna, from '87; and 35mm Showa on Sportster, FX, and FXR models from '84 to '87.

Progressive Suspension • (760) 948-4012 • (760) 948-4307 fax • e-mail: info@progressivesuspension.com • www.progressivesuspension.com. Progressive Suspension front end lowering kits are distributed by Custom Chrome, Inc.

RACE TECH

Race Tech is a renowned manufacturer of state-of-the-art racing suspension components, and if you care about how things work as well as how they look, these guys have the right lowering kit for you. Race Tech puts its expertise in the field of high-performance and racing suspensions to offer the Harley rider this comprehensive suspension package. Each kit contains high-performance springs, Race Tech's famous Gold Valve Emulators, and all the related hardware needed to improve suspension action. On top of that, you can lower your bike by 1 or 2 inches.

Applications include 39mm Showa forks for '87 and newer Sportsters; '87 and newer Dynas, and FXRs; '80 and newer FLT/FLHTs, and FXs; '84 and newer FLST/FXST, '80 to '86 FXWG; and '94 and newer FXDWGs.

Race Tech • (909) 594-7755 • (909) 594-6682 fax • e-mail: rtech@race-tech.com • www.race-tech.com.

SPYKE

Spyke's entry-level front end lowering kit offers the Harley rider an easy and inexpensive way to get his bike down in the weeds. Here again, you can chose to lower your bike 1 or 2 inches. The kit includes progressively wound replacement fork springs, spacers, and lowering components.

Applications include 41mm Showa forks on Softail, FXWG, Dyna, and Dressers, from '77 and up; 39mm Showa forks on '87 and newer Sportsters, FXRs, and Dynas; 35mm Showa and Kayaba forks on '84 to '87 Sportsters, FXs, and FXRs.

Spyke • (562) 693-2983 • or contact your Custom Chrome, Inc., dealer.

K.T. COMPONENTS

K.T. Components offers a simple and effective bolt-on kit to lower Harley-Davidson Springer front ends. Their 7075 T-6 billet aluminum rockers bolt in place of the OEM units, and will raise the wheel axle by 1 inch. This in turn, reduces ride height by 1 inch, while retaining stock suspension travel and spring rate.

The kit is available in three versions, for '89 and newer standard Springers, Heritage Springers (all years), and Bad Boys (black anodized finish).

K.T. Components' Springer Lowering Kits are distributed by Custom Chrome, Inc., so visit your local dealer to get the goods.

K.T. Components • (714) 630-7144.

WHITE BROTHERS

White Brothers' Lowboy Fork Lowering kit for telescopic front ends offers the easiest, least expensive, and safest method to shortening forks on your Harley-Davidson. The kit includes progressively wound springs, rebound springs, and spacers.

By simply installing the White Bros. rebound spring with the stock rebound spring, the fork is shortened 2 inches. If the installer chooses, he can exchange the stock rebound spring for the White Bros. rebound spring and the fork is shortened 1 inch.

Applications include 41mm Showa forks on Softails, FXWGs, Dynas, and Dressers, from '77 and up; 39mm Showa forks on '87 and newer Sportsters, FXRs, and Dynas; 35mm Showa and Kayaba forks on '84 to '87 Sportsters, FXs, and FXRs.

White Brothers • (714) 692-3404 (800) 854-1899 • (714) 692-3409 fax • www.whitebros.com.

White Brothers also offers a lowering kit for Springer forks. It will lower the ride height by 1 1/2 inches and is easily installed. It features shorter, chrome-plated springs that are calibrated for a lower ride height, and progressively firmer action required with the shorter fork travel. Chrome plated negative spring spacers are also included. *Note:* A Springer Disassembly/Assembly Tool (28-116) is required for installation

Application covers all '88 and newer Springer Softails.

White Brothers • (714) 692-3404 • (800) 854-1899 (714) 692-3409 fax www.whitebros.com.

ONE BIKER'S CHOICE

HOW BOB KAY'S CHOPPER EVOLVED WITH THE COMPANY HE KEEPS

Bob Kay believes that good things take time, both in business and pleasure. The business is quite a success story and involves the evolution of Nempco aftermarket parts into the one-stop haven for bike lovers known as Biker's Choice. Larry Coppola started Nempco back in 1971, selling chopper parts to the Northeast. Third-generation biker Bob Kay came on board with Nempco as a partner and personally sought out manufacturers of high-quality bike parts. Bob was personally responsible for adding lines like Gardner-Wescott, Andrews, Crane, Paughco, S&S, Primo, STD, Delkron and JayBrake to Nempco ... The Biker's Choice, representing the choice of bikers everywhere.

The pleasure part of this story has to do with the sleek sled pictured here and the long road from first idea to finished rolling masterpiece. Bob started the bike back in 1991 with a trip to Jim Thompson's Engine Service. In 1992, Bob's company, Nempco ... The Biker's Choice, was acquired by Tucker Rocky, the world's largest supplier of powersports parts and accessories. Larry Coppola retired and Bob got real busy making the company a national concern. As you might imagine, this was no small task, and Bob had his hands full running the show, integrating Nempco into Tucker Rocky, developing new and better ways to do business, implementing modern technology, and constructing super distribution centers across North America. The bike sort of got put on the back burner. "I made the mistake of telling Thompson I was in no rush," Bob says. →

Three long years later, the glistening motor and tranny were done, but Bob was putting up a new warehouse for Nempco in upstate New York. "As you can imagine, I still didn't have a lot of free time and that beautiful polished motor and tranny became a window display in my office. Everyone who visited was impressed by the window trinket, but I was still a long way off from getting my high-tech chopper together." The Thompson-built S&S power plant with its Xzotic Panhead rocker boxes and dual Mikuni carbs sat in Bob's window and waited.

Under Bob's steady hand, Nempco, which has now evolved into being called Biker's Choice, continued to grow and prosper, and in 1997 the man and the company were on the move again. This time they were off to Fort Worth, Texas, to open the new massive corporate headquarters for Biker's Choice. At this stage of the game, Bob had parts for his scooter strung out all

over the country, from Massachusetts and New York, to Texas and California. Things didn't look too promising until Bob called a talented buddy of his in on the project. Jesse James of West Coast Choppers agreed to finish off Bob's vision of the ultimate ride. Naturally, this meant utilizing the best of what Jesse is known for, including his killer sheet metal fabrication on fenders and tanks. Then all the proper parts went off to the gods of paint at Damon's for this stellar candy purple flame job.

In the end, Bob knew that good things like this cool custom and the evolution of Nempco into Biker's Choice all take time. But whether enjoying his ultimate chopper or riding herd over the ultimate aftermarket company, time and patience go hand in hand with quality and pride. "There's a reason we're called Biker's Choice; it says who we are and what we represent: a selection of quality parts for bikers who choose to ride a bike that expresses the individualism of the American Way."

For Bob, life is one helluva ride.

—Dave Nichols

Easyriders

Jesse James
WEST COAST CHOPPERS
Easyriders

passin' gas

Two rugrats are playing football in Golden Gate Park when one is attacked by a Rottweiler. Thinking quickly, one of the boys rips a board off a nearby fence, wedges it down the dog's collar and twists, breaking the Rottweiler's neck. A newspaper reporter who's walking by witnesses the whole thing and rushes over to interview the young hero. *Forty-Niners Fan Saves Friend from Vicious Animal* he writes in his notebook.

"But I'm not a 'Niners fan," says the kid.

So the reporter jots down: *Oakland Raiders Fan Rescues Friend from the Jaws of Death.*

"I'm not a Raiders fan, either," protests the boy.

"Then what are you?" asks the reporter.

"I'm a Dallas Cowboys fan."

The reporter turns to a new sheet and writes: *Redneck Bastard Kills Beloved Family Pet.*

Big Mac
Slappin' the Meat

For more than an hour, the prospect had sat at the bar staring dejectedly down into his full glass. Suddenly a burly patchholder loped across the room, sat down next to him, and downed the prospect's drink. The poor prospect busted out crying.

"Aw, c'mon, man," said the patchholder. "I was just goofin' with ya. Here, I'll buy yer sorry ass another drink."

"No, it's not that, bro," said the prospect. "This has been the worst day of my life. This morning, I overslept, was late for work, and got fired. When I left the office, I found my bike had been stolen. I hailed a cab to go home, but then I realized I'd left my wallet at home, so I walked the six miles to the house. There I found my ol' lady in bed with the next-door neighbor, so I grabbed my wallet and came here.

And just when I was thinking about putting an end to my miserable existence," the prospect sighed, "you show up and drink my poison."

Luscious Laurie
West Coast

Three blondes are on an island and can't think of a way to get off. All of a sudden a genie appears and grants them each one wish.

The first blonde wishes to be a redhead, and *poof!* she becomes one and swims off from the island.

The second blonde wishes to be a brunette, and *poof!* she is transformed, so she builds a raft and paddles off.

The third blonde wishes to be a man, and *poof!* ... he uses the bridge.

John Collela
Jacksonville, Fla.

Mad Mike was visiting his ol' lady in the hospital, where she'd been in a coma for several months. This time, instead of just talking to her, he decided to try to get some response by rubbing her left boob. He grabbed a handful, and to his surprise, she immediately let out an appreciative sigh. Excited by this development, Mad Mike rushed out to tell the doctor.

"That's a very good sign," said the doc, who then suggested Mad Mike try massaging her right breast to see if there was any further reaction. Sure enough, when they went back to her room and mad Mike began stroking her other boob, his ol' lady let out a deep, throaty moan of satisfaction.

"Excellent," said the doctor, who then advised the biker to take it one step further and try oral sex in an effort to snap her completely out of her coma. Mad Mike agreed, and the physician stepped outside to give him some privacy.

About five minutes later, Mad Mike emerged from the room, white as a sheet, and announced that his ol' lady was dead.

"What happened?" asked the doc.

"Shit, doc, I guess she choked," replied the bro.

Vince Oliva
Burlington, N.C.

Mongo and Sheila were dining out when his ol' lady spotted a familiar face at the bar. "Look, honey," she said, pointing out the dude, "see that man on the second barstool over there? He's been drinking like that ever since the day I left him, seven years ago."

Mongo said, "Bullshit, Sheila—nobody can celebrate that long!"

Morris The Cat
Chasin' Pussy

A Summary of Cats

1. Cats do whatever they want, when they want.
2. They rarely listen to you.
3. They're totally unpredictable.
4. They whine when they're not happy.
5. When you want to play, they want to be left alone.
6. When you want to be left alone, they want to play.
7. They expect you to cater to their every whim.
8. They're moody as hell.
9. They leave their hair everywhere.
10. They drive you nuts.

Conclusion: Cats are actually little, tiny women in cheap-ass fur coats.

Risky
Takin' Chances

Three women roommates had all gone out on dates one night, each getting home at about the same time.

The first one sighed happily, "Girls, you know you've been on a good date when you come home with your hair all messed up."

The second said dreamily, "No, you know you've been on a good date when you come home with smeared makeup."

The third chick said nothing but reached under her skirt, pulled off her panties, and threw them against the wall—where they stuck fast. "Now *THAT'S* a good date!" she said.

Tangerine Maelene
Lafayette, Ind.

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: Bob Kay
City: Southlake, Texas

General

Fabrication: Jesse James/West Coast Choppers
Year/make: 21st Century Chopper
Model: special fabrication
Assembly: West Coast Choppers

Engine

Year/model: 1999 Panvolution
Builder: Jim Thompson/Thompson's Engine Service
Ignition: Twin Power
Displacement: 80 cubic inches
Lower end: S&S
Pistons: S&S
Cases: STD alternator/generator
Heads: STD
Cam: Crane
Carb: dual Mikunis
Pipes: Jesse James
Modifications: Xzotic rocker boxes with Crane roller rockers

Transmission

Year: 1999
Type: 4-speed jockey
Modifications: JayBrake hydraulic foot clutch

Paint

Molding: Damon's
Painter: Damon's
Color/type: candy purple/ House of Kolor
Special paint: flames by Damon's

Frame

Year/type: 1999 Softail-style
Builder: Style Glide/Paughco
Modifications: 38-degree rake, 2-inch stretch

Accessories

Bars: K&N
Handlebar controls: JayBrake
Fenders: Jesse James
Headlight: Style Glide
Taillight: West Cost Choppers
Pegs: JayBrake
Foot controls: JayBrake
Gas tank: Jesse James
Oil tank: Paughco
Seat: Danny Gray
Mirrors: who needs 'em?
Grips: JayBrake

Forks

Type: springer
Builder: Sundance
Modifications: trick fender mount

Wheels

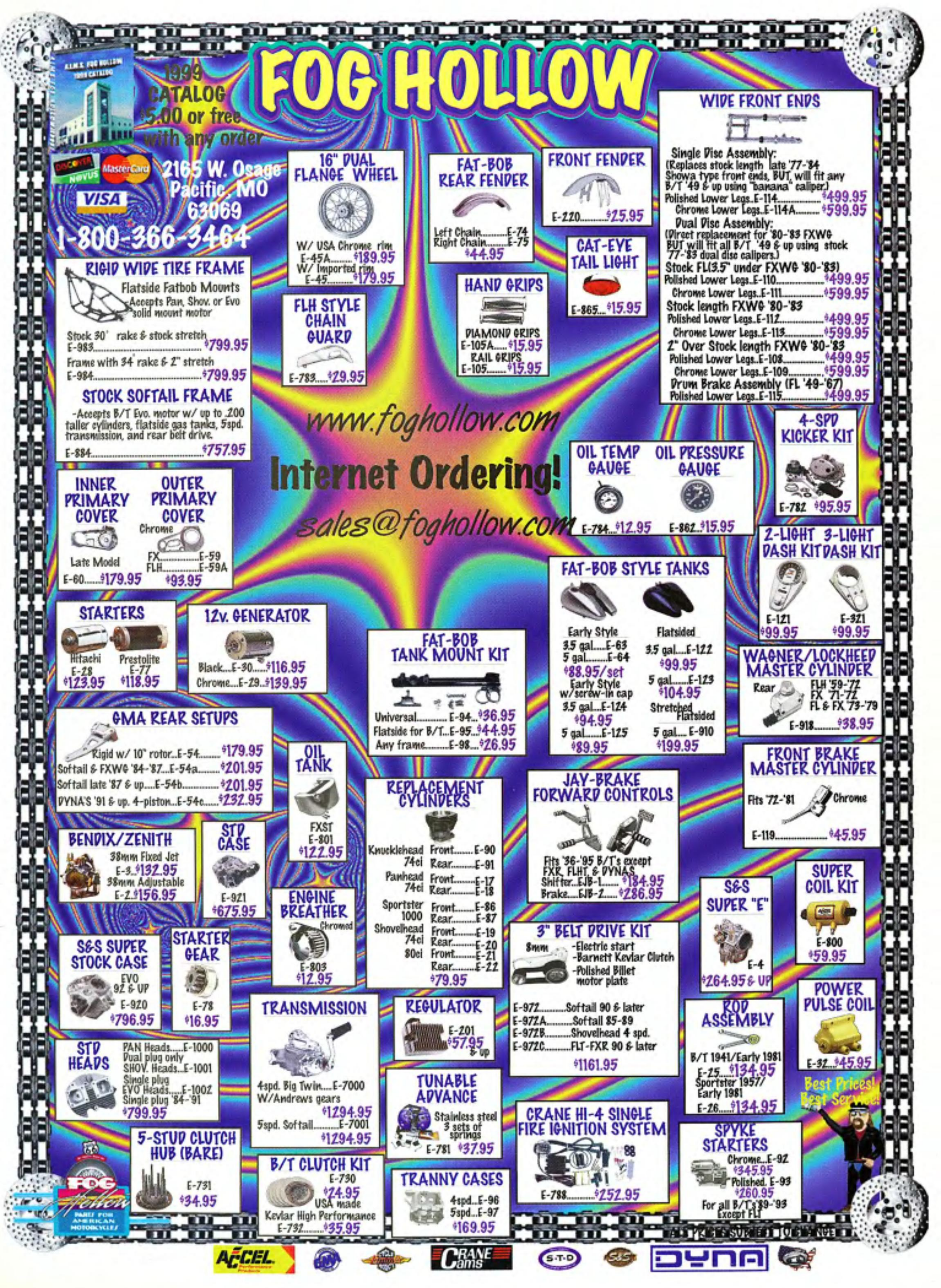
Front

Type: Hallcraft's
Size: 21-inch
Tire: Dunlop
Brake: JayBrake

Rear

Type: Hallcraft's
Size: 17-inch
Tire: Dunlop
Brake: Jay Brake

Photos: Jim Gianatsis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1-800-366-3464
WIDE FRONT ENDS
Single Disc Assembly:
(Replaces stock length late '77-'84 Showa type front ends, BUT, will fit any B/T '49 & up using "banana" caliper.)
Polished Lower Legs..E-114 $499.95
Chrome Lower Legs..E-114A $599.95
Dual Disc Assembly:
(Direct replacement for '80-'83 FXWG BUT will fit all B/T '49 & up using stock '77-'83 dual disc calipers.)
Stock FL(3.5" under FXWG '80-'83)
Polished Lower Legs..E-110 $499.95
Chrome Lower Legs..E-111 $599.95
Stock length FXWG '80-'83
Polished Lower Legs..E-112 $499.95
Chrome Lower Legs..E-113 $599.95
2" Over Stock length FXWG '80-'83
Polished Lower Legs..E-108 $499.95
Chrome Lower Legs..E-109 $599.95
Drum Brake Assembly (FL '49-'67)
Polished Lower Legs..E-115 $499.95
16" DUAL FLANGE WHEEL
W/ USA Chrome rim E-45A $189.95
W/ Imported rim E-45 $179.95
FAT-BOB REAR FENDER
Left Chain E-74
Right Chain E-75
$44.95
FRONT FENDER
E-220 $25.95
CAT-EYE TAIL LIGHT
E-865 $15.95
HAND GRIPS
DIAMOND GRIPS E-105A $15.95
RAIL GRIPS E-105 $15.95
FLH STYLE CHAIN GUARD
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Flatside Fatbob Mounts
Accepts Pan, Shov. or Evo solid mount motor
Stock 30° rake & stock stretch E-983 $799.95
Frame with 34° rake & 2" stretch E-984 $799.95
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-Accepts B/T Evo. motor w/ up to .200 taller cylinders, flatside gas tanks, 5spd. transmission, and rear belt drive.
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THE **BIG** MOTOR COMPANY IS THINKING **SMALL**

the FXR is back!

On a gloomy, blustery January day, Harley-Davidson invited the motorcycle press to the Los Angeles House Of Blues, located on the world famous Sunset Strip, to announce the return of the FXR.

Remember the FXR? So do thousands of Harley enthusiasts and collectors the world over. If you used to own one of these rubber-mounted big twins, you certainly enjoyed its smooth ride and precise handling. And if you've been reading this magazine, you also know how well FXRs respond to customization.

Introduced in 1982, the FXR used a completely new frame that housed a three-point rubbermounted Shovelhead engine, later updated to the Evo in 1984. For the first time ever, you could ride a big twin that could really take a turn, and didn't shake your fillings out! Unfortunately, regardless of the bike's technical advancements, the FXR sales were rather slow in the '80s. Finally, by the early '90s, the FXR had conquered the hearts of many Harley riders—just in time to have the rug pulled from under its wheels in 1994, when the Motor Company decided to retire it, at what seemed to be the peak

This fully accessorized FXR3 is one mean, green machine.

of its glory. At the time, the news left the biker world wondering what the hell Harley-Davidson was thinking. But that's a story in itself revolving around production costs on the assembly line when you're building a bike that's engine and tranny must be assembled in the frame.

What really matters today is that 1999 brings you a second chance at owning an FXR—that is if you can get a hold of one before your authorized dealer runs out of them. You see, Harley-Davidson is offering two models: the FXR2, and the FXR3, with a total production set at a whopping 1800 units (900 of each).

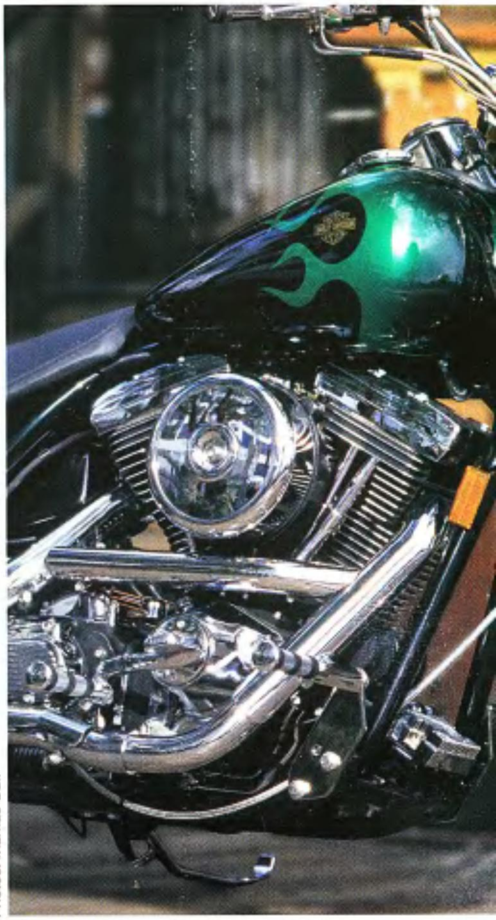
The limited-edition FXRs are powered once again by the trusty 5-speed Evo, finished in black and chrome. They are outfitted with 23 chrome accents, including hand controls levers, handlebars, fork clamps, instrument housings, and many more.

The FXR2 comes straight out of the factory with a Badlander seat, mini rail upright with passenger backrest, 21-inch laced front wheel, and a chrome-cast slotted rear wheel. Other features include 39mm forks, Profile rear shocks, chromed lower fork legs, and a swingarm. Available with two exclusive candy paint colors—Arresting Red and Stone Cold Blue—the FXR2 retails at $16,995 plus shipping and setup.

The FXR3 will set you back $17,995, but it's decked out with additional all-new custom accessories such as the Thunderstar five-spoke cast wheels with matching floating rotors and rear sprocket, a custom seat, custom front fender, and side covers. The FXR3 is emblazoned with flames over custom paint in Bright and Dark Candy Blue and two-tone Candy Emerald Green.

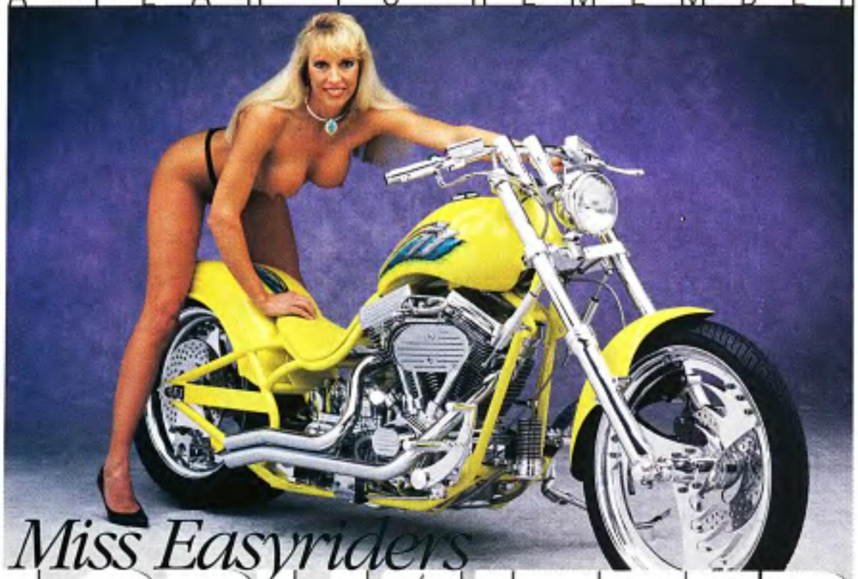
These handsome factory customs are handbuilt on an assembly line in York, Pennsylvania, which was previously used for manufacturing special military vehicles. This clearly represents a departure from Harley-Davidson's mass-production. Why? If we just go past the fact that Harley-Davidson is reviving the beloved FXR for our enjoyment, we realize that the mighty Motor Company is at the same time making a statement, addressed to its American competitors. They want to let everyone know that they don't have to go through expensive retooling of their assembly lines to produce small numbers of specialty motorcycles. It makes you wonder what might come rolling off the York assembly line if these FXRs are a success.

—Benoît Lambœuf



Photos: Markus Cuff

With its bright, candy red paint job, the FXR2 is ready to cruise the Sunset Strip.



Miss Easyriders LORI KUTTER

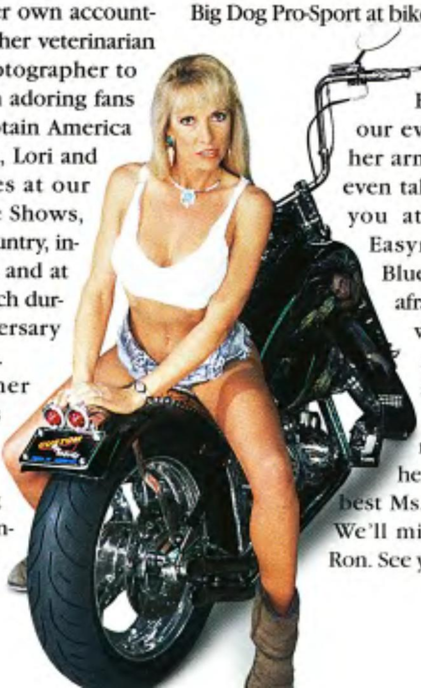
This amazing saga began innocently enough, when Lori and Ron Kutter of Wichita, Kansas, began riding Big Dog motorcycles. Nick Messer of Big Dog couldn't help but notice that Ms. Kutter has what it takes to turn any biker's head and suggested that Lori enter the Easyriders Fox Hunt. It seemed innocent enough, and, after all, Lori did ride and thought entering the contest would be a kick. Lori won the Fox Hunt contest and graced our pages in the August 1997 issue and went on to become Ms. Easyriders 1998.

The alluring Ms. Kutter was crowned at the Easyriders Invitational Bike Show in Columbus, Ohio—on Valentine's Day no less. Lori remembers it as a real sweet deal. But unlike Ms. Easyriders winners of the past, Lori had business sense to match her beauty, having owned her own accounting firm, and she turned her veterinarian husband Ron into a photographer to take pictures of her with adoring fans while sitting on our Captain America replica bike. Pretty soon, Lori and Ron were familiar faces at our Easyriders Rodeos, Bike Shows, and events around the country, including Daytona, Sturgis and at the Easyriders Riders Ranch during Harley's 95th Anniversary Celebration in Milwaukee.

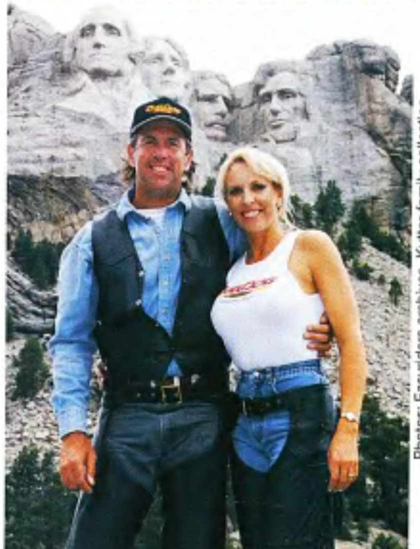
During the year of her reign, our Ms. Easyriders 1998 was an incredible ambassador for motorcycling, winning over young and old alike with her infectious smile and good sense of humor. Well, that plus she looks damn good in a red, white, and blue string bikini. Lori rounded out her year with us by appearing on the Special Sturgis issue of *In The Wind* (March 1999, #92). After her nonstop year promoting Easyriders, Lori has returned to work at the Kutter Veterinary Clinic where she does all the paper work and accounting chores. This versatile lady's hobbies include big game hunting with both bow and arrow, and guns. In fact, she bagged a massive black bear right through the heart with just her bow and arrow, which she says is a pretty intense experience. Lori also lived with Eskimos for 10 days at the Arctic Circle and nailed two caribou. She was the first female white hunter to do this and bagged the biggest caribou of the group.

You may well see Lori riding her Big Dog Pro-Sport at bike events across the country or acting as an Easyriders Girl at our events. If we twist her arm a bit she might even take a picture with you at the upcoming Easyriders Bike and Blues Fests. Don't be afraid of her prowess with a bow, she's mighty friendly and down to earth. Just walk right up and tell her that she was the best Ms. Easyriders ever. We'll miss you, Lori and Ron. See you down the trail.

—Dave Nichols



A KODAK MOMENT



Photos: Easyriders archives, Kutter family collection

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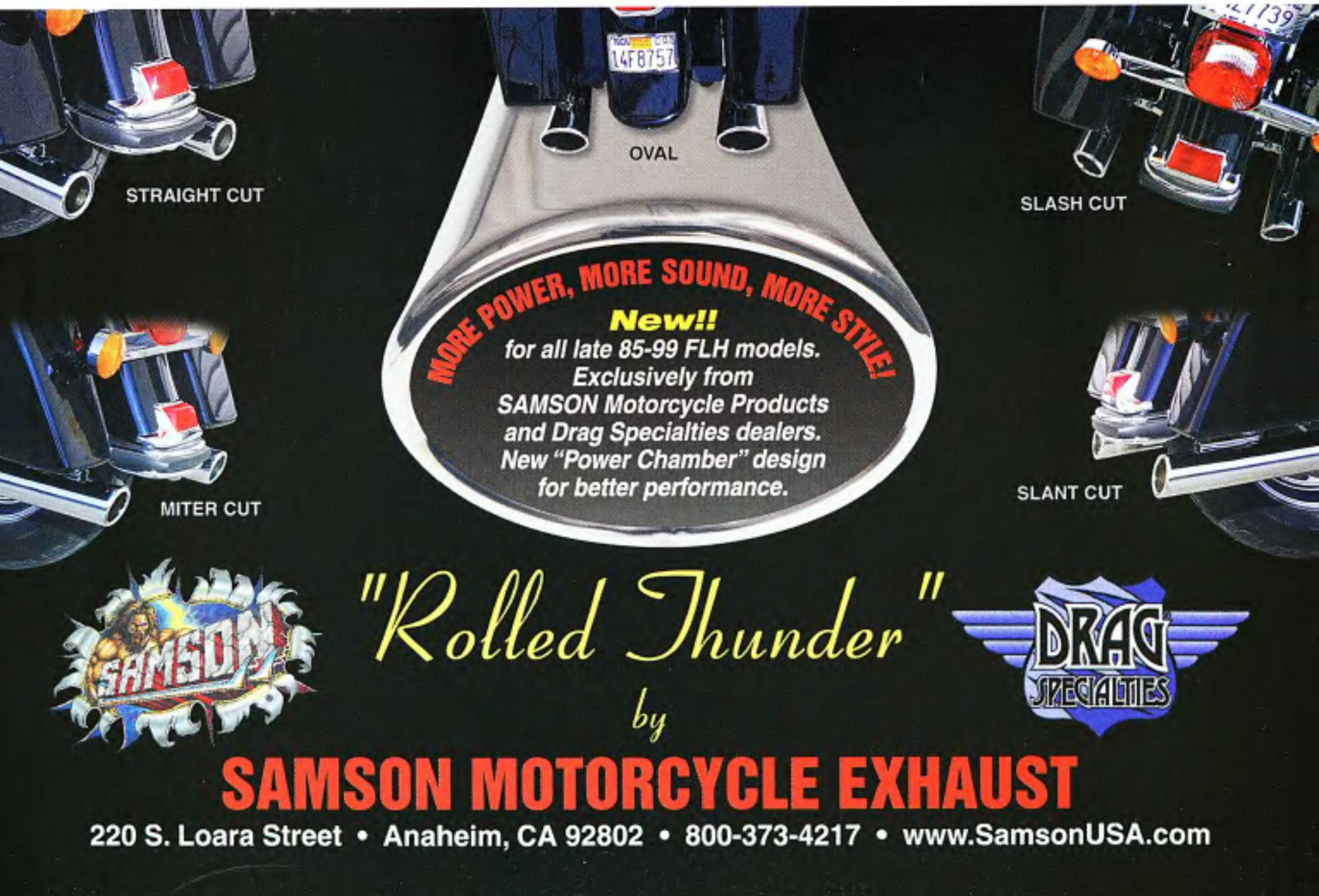
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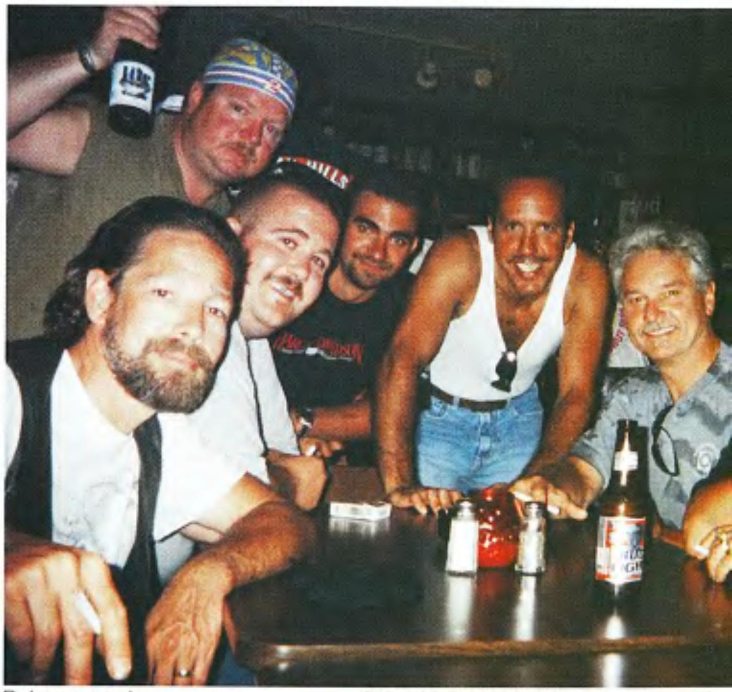
—Ray Owens, Welcome, N.C.

Middle East meets West.

—Bopper, Cairo, Egypt

Tables turn. —*Ray Cason, Thunder Bay Custom Cycles, Tampa, Fla.*

Bursting out. —*Ray Owens, Welcome, N.C.*



Poker run pals. —*Brian McDonald, Avon, Ind.*

'98 Key West Poker Run. —*Louis Camerota*

Runnin' The Cut. —*Mooch Whisner, Hancock, Md.*

Laura at Sturgis Rally '98. —*Stripe, Lee's Summit, Mo.*

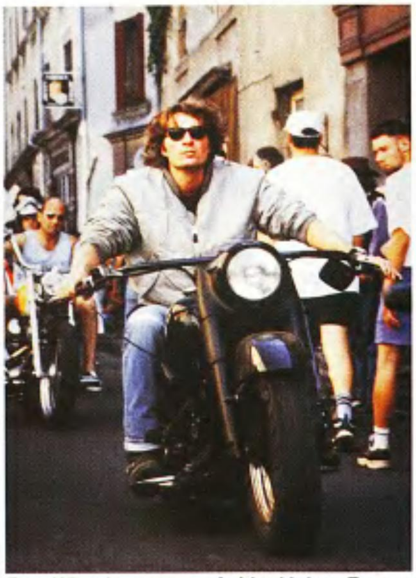
Ruby Koster, 77, about to embark on her first ride. Never too old to be in the wind. *—Jennifer DeKock, Wheatfield, Ind.*

—Steve Cool, Chillicothe, Ohio

—Bob Jones, Florence, Colo.

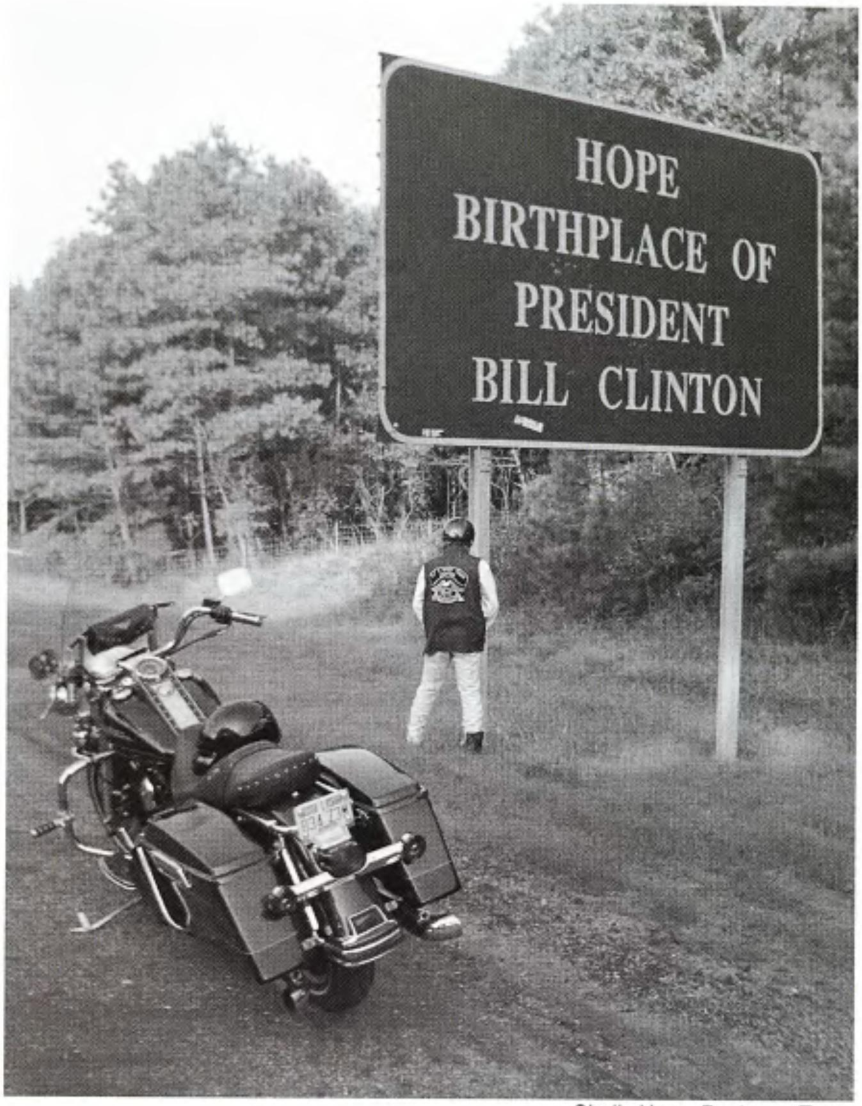
—Kink, Brinnon, Wash.

—The Hunter, Camino a Playa del Coco, Costa Rica


Free Wheels party. —Achim Heise, France

—Jay and Janie, Feather River Run, Calif.

The Governor cruisin' Laconia. —Steven M.



—Sheila Vann, Baytown, Texas

Dog's best friend—a Harley! —Jan Brockett, Essex, Iowa

—Diane Leiter, Martinez, Ga.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

"Don't worry about him. He doesn't bite."

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A cool mist hovered over the Davenport Fairgrounds on the 25th anniversary of the Davenport, Iowa, motorcycle races. And as a special attraction, nine vintage riders lifted off the line as the flag dropped to recreate the thrill of an original flattrack board race. →

Speed Racer No. 13

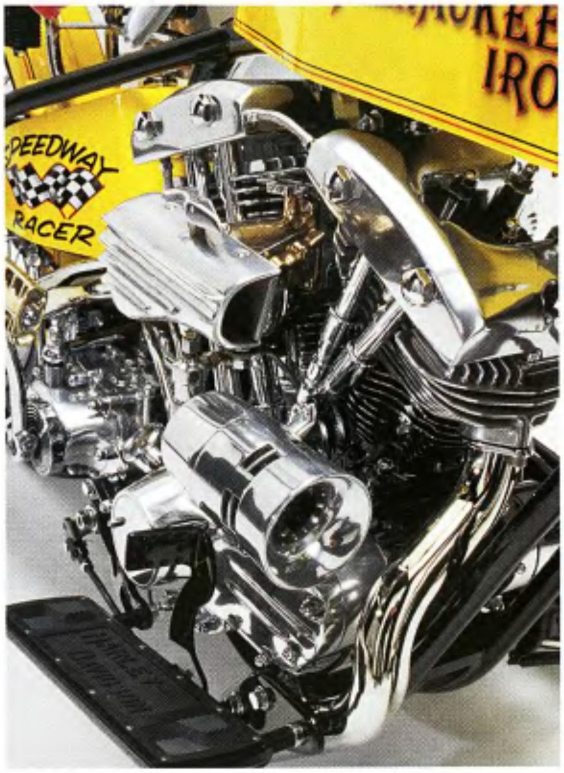
Somewhere Between A Chopper And An Antique

MILWAUKEE
IRON

MILWAUKEE
IRON
SPEEDWAY
RACER
13

Stuart Cales and Randy Simpson, the owner of Milwaukee Iron, were there to witness the noisy, spindly machines as they rounded the corners of the dirt track, throwing pebbles, dust, oil, and exhaust smoke in their wakes. He found himself hanging over the railing, trying to catch a closer glimpse of the mad riders on rigid frames hugging their tanks as they bounced through the turns. With the graceful, artistic machines welded to his memory, Stuart wandered into his old friend Randy Simpson's shop and gazed longingly at the photos on the wall and another bike Randy built several years ago.

Actually, Randy built two motorcycles to simulate the poetic racers of the past, and Stuart always wanted one of them. One was featured in Easyriders #277 (July 1996) and the other in VQ #5. As Stuart studied the photos of Randy's accomplishments, he knew exactly what he wanted Randy to create around the



1967 Shovelhead engine and transmission he had in the back of his nostalgic truck.

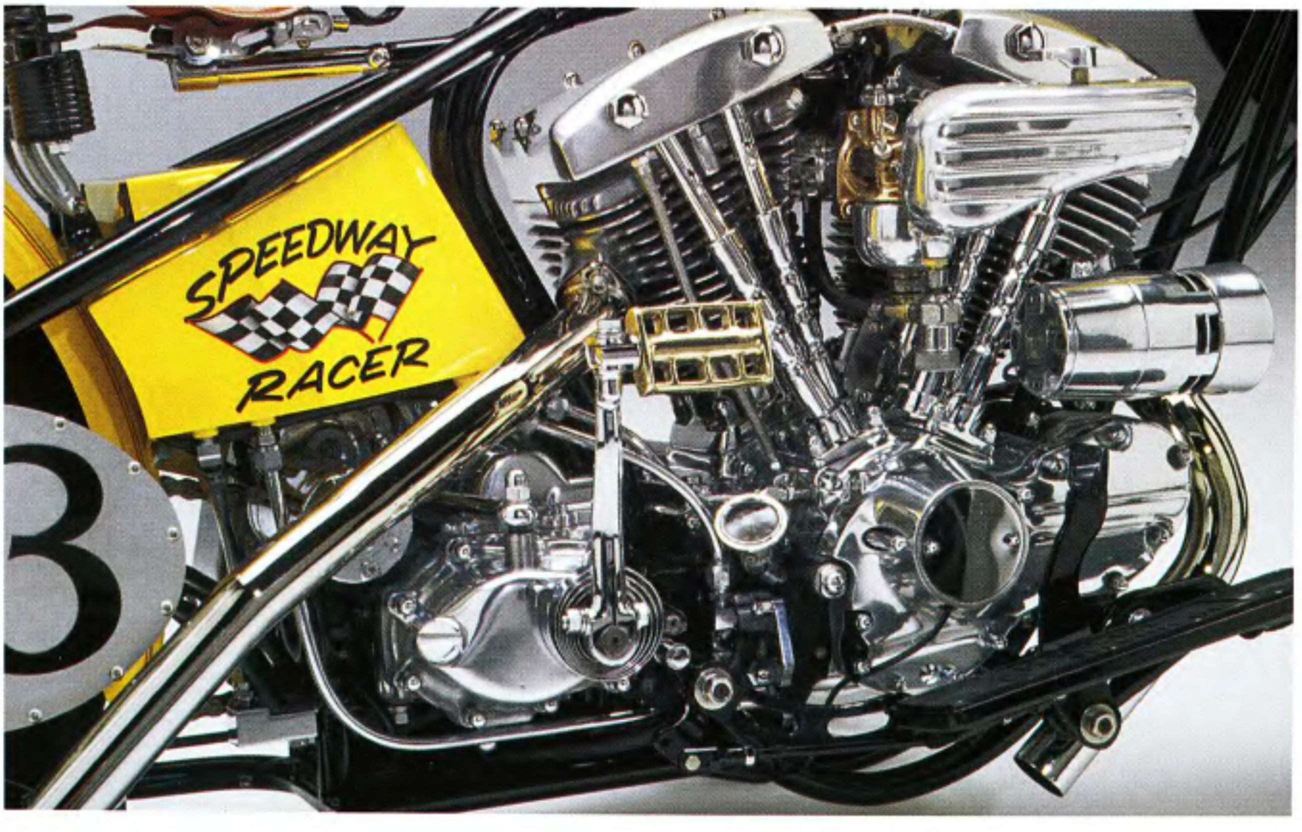
Originally, Randy built the early-model chassis as a kit, but he hasn't rolled past number three (although he receives calls about them weekly). This was the latest version. "I wanted to integrate some of the new with the styling of the old bikes," Randy said, wondering why he hadn't become as big as the factory with these machines. But just as Randy's plot to put disc brakes on a 1935 VL front end began, Stuart put a stop to the concept. He wanted more of the old, such as the ol' I-beam RL front end and a 50-year-old drum brake. Wait, though. Stuart wanted to run the VL brake, which meant he had to install an early hub, but he also wanted to install Timken bearings.

The bearing quandary required a great deal of forehead wrinkling thought and extensive machining. Randy was instructed to use the stock rigid castings →

on the rear of the frame so a Custom Chrome, Inc. early-style mechanical brake (with Timkens) could be adopted. Paughco assisted with the mechanical brake.

Although Stuart's requests took Randy away from his original concept, he enjoyed the look of the 21-inch front and rear wheels (stock wheels from that era were 26 inches in diameter). Randy also saw the opportunity to improve on his original format with the one-piece gas tank, the oil/battery box above the transmission, while still incorporating the necessary room for an electric start.

Of course, all of Randy's customs feature his famous stainless internal fork stops. The rear ribbed fender, handmade after the first British aftermarket fender known to the custom cycle world, was also created and fabricated by the masterminds at Milwaukee Iron. Randy's people made the bracketry for the bicycle seat and hand formed the



Photos: Michael Lichter

handlebars reminiscent of the old, swooping flattrack bars.

When this putt rolled into the studio months after construction was complete, it had 2,000 miles on the clock—that is, if there were a clock. Bottom line, the bike is fine, Randy built another racer, and one chopper/antique freak is bubbling over with exuberance. Watch as we look over Randy's shoulder while he builds the components for another racer, coming up on the pages of *Easyriders.* Where else?

—K. Randall Ball

Meet January's Winner

Well, *beeerre's* Ami, all the way from Blanchester, Ohio, your January Fox Hunt winner. We were gonna apologize for her original entry photo, showing her all oiled up and seductive, with a python wrapped around her, but enough of you had other thoughts. Maybe y'all wanted to be the snake ... who knows? We finally got all the oil off her, and you know what? She cleans up really well! Kinda slithers, though. But then we figured, "Why clean her up? She's gonna be on Glenn's bike!" Not that his bike is so bad, but back in March of '97, Glenn had sent us 20 gallons of raisin pie goo (check out *ER* 285 for the details), and Farabaugh was shooting it, so who knew what was gonna happen? Obviously, things went well. When Ami's not getting personal with her snakes, she raises pit bulls. The past four years, she and her hubby, Chris, have been successful breeders. 'Course she dances on the side, 'cuz raising pit bulls takes a lot of dough! If you want to get a better look at Ami, slip and slide over to page 100 and see her shed her threads on Glenn Soled's show-winnin' 1998 Special Construction.

—*I. Sherwood O'Dunner*

Shay–Ontario, Canada

#601

"My first ride was life-changing. A man whose Hog makes me vibrate is worth keepin'!"

Anna–Maryland

#602

"My first ride was with my dad when I was eight years old. I've always liked the power and speed."

Denise—Ohio

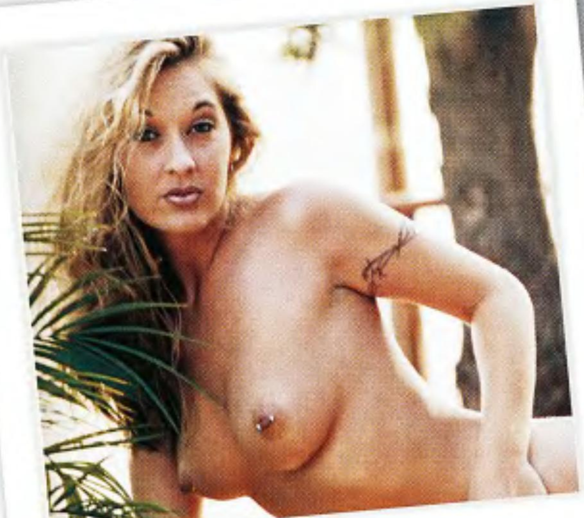
#603

"My first ride was absolutely stimulating, from head to toe. Now I'm hooked and want more."

Kelley Jean—Michigan

#604

"My first ride was when I was sixteen. It took my breath away, and I've been in love ever since."



Kimberly—California

#605

"Mmmmm ... my first ride was so erotic, pure ecstasy! I mean, after that, who needs a man? Just kidding!"

Leslie—Oklahoma

#606

"Twenty years ago I kick-started and rode my first Harley (Dad's) and read my first Easyriders. I've loved both ever since!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be black-and-white prints, color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders.*

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #312 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes May 1, 1999. The voting deadline for this month's crop of cuties is May 31, 1999. We'll print the winner in the October 1999 issue.

Here she is, bros, the February 1999 winner in our monthly Fox Hunt, Jamie, #205, from Dallas, Texas. See more of her next issue.

312

FOX HUNT
P.O. Box 3000,
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I am _____ years of age, born ____________________
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Model's Signature ____________________

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Don't forget to vote! These girls are depending on you!

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UnSwimsuit Special Feature

THREE DECADES OF EASYRIDIN'

In the past few years *Easyriders* has made a warm wet spot in its June issue, also known as our Unswimsuit Issue, for several sultry ladies wearing little but a shy grin and a lot of skin. This feature is also an opportunity to do something thematic to slap awake a chuckle or induce a thought in our loyal readers. This year, the hazy collective editorial brain here in Agoura Hills, California, pondered the last few Unswimsuit issues and tried to make sense of some theme or continuity that we could wrap our arms around. Well, there are always three girls, and they're always scantily clad and apparently happy despite the fact that Raiko Hartman's studio is notoriously chilly in February, when these shoots are scheduled.

Several years back we started this whole business by taking three naked girls and had swimsuits painted on them by ace tattoo artists. We have also involved several curvy cuties in a massive and messy cake fight, and last year draped three hot honeys around our amazing 300th issue, complete with behind-the-scenes shenanigans. For June 1999 we have concentrated on the idea that we are moving into an entirely new century and offer three exciting decades of *Easyriders*.

First we have the decade in which our proud magazine was pulled screaming from the fertile mind of Lou Kimzey. The flower power '70s was a time of peace and love, teenage rebellion, rock 'n' roll, war angst, and yes ... custom motorcycles. Into the hotbed California custom scene of chopping, fabricating, and painting psychedelic graphics on scooters, *Easyriders* magazine exploded onto an unsuspecting world and took no prisoners. Just imagine a time before AIDS, when hot and cold running slave chicks adorned the *Easyriders* garage ... ahh the '70s. Bikes were long and became even longer thanks to the paintings of David Mann. *Easyriders* wrote the biker bible for an ever-changing lifestyle and we haven't looked back since. For our '70s *Easyriders* motif pictured here we went for a stretched chop job and a cute li'l flower child. The whole thing kinda makes ya wanna listen to some old Grateful Dead tunes, doesn't it?

Owner: Richard Cruz, Porterville, Calif., Bike: 1951 FL

**Owner:
Wes Furrh,
Bakersfield,
Calif.
Bike: '80s-style
Special
Construction**

To depict *Easyriders* of the '80s, we looked back at the evolution of custom bikes into short, no-nonsense bar-hoppers and angry asphalt-eaters. Harley began building Evolution engines and the biking world stood up and took notice as the reborn motor company took the world by storm. Gone were the block-long choppers, replaced by high-dollar Hamster customs and *Easyriders* cleaned up its act a bit as well. An indication of this can be seen in the swell duds fitted to our luscious '80s *Easyriders* girl. She's wearing Easyriders Roadware products, proving that we went from a few wild T-shirt designs to an entire line of roadworthy clothing and leathers, which spawned a slew of Easyriders stores nationwide.

For the '90s we picked a forward-looking Bourget's Python for its lethal Road Warrior charm and wrapped a lovely-in-latex *Easyriders* girl around the futuristic brute to show off the *Easyriders* we know today, as we enter a new millennium of motorcycling. In the '90s *Easyriders* continued to expand into a powerhouse publishing company with over a dozen titles in our international stable. As the biking world grew and diversified, we created magazines designed specifically for emerging markets. As we close out the 20th century, Easyriders, Inc., has gone public (traded on the American Stock Exchange as EZR), and the company is poised on the brink of an exciting media-driven universe where Easyriders is truly everywhere, through our magazines, on television, on the Internet, and through our stores, motorcycle rodeos, bike and blues festivals, bike shows, and soon ... Easyriders Roadhouse Restaurants. Not too bad for a buncha bikers, eh?

—*Dave Nichols*

Photos: Raiko Hartman, Easyriders archives

Owner: Keith Muller, Cumming, Ga.
Bike: 1998 Bourget's Python

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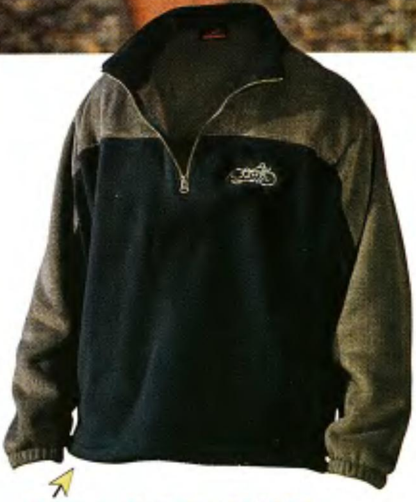

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The Hard WAY

Ever wish you'd known something before learning it the hard way? It seems there are certain facts and bits of wisdom that every man should possess in order to improve the quality of life and possibly extend its overall span. But, sadly, that isn't the way the world works. Humans are forced to learn through a lifelong process of trial and error ... and pain ... a whole lot of pain.

Because I don't like to see people unnecessarily humiliated, injured or maimed (unless it's really funny), I thought I'd take the liberty of offering the following points of advice. It ain't much but it's all I could come up with, which in itself is kind of scary.

Always Read Warning Labels

If you look on the back of any electrical device you'll usually find a warning label that reads something like: "Unplug Before Servicing" or "Disconnect Power Supply To Prevent Shock." Believe it or not, they don't put that sticker there to cover up dents. They bloody mean it. Electricity is weird. You can't see it, yet if you come into contact with it, it can kill you. The problem is, by the time you realize you've screwed up, your eyeballs are smoking and your shoes are melting to the floor.

Qualified technicians spend years in school learning the two fundamentals of electrical repair: 1. If you make the job sound tricky enough, you can charge insane amounts of money for your time; 2. Pull the damn plug!

No Matter How Tough You Are, There's Always Someone Tougher

If you're lucky, this is something you learn early in life—preferably as a child, when the stakes aren't too high. You don't want to learn it later in life, when you're toe-to-toe, ready to get your ass kicked by a 9-foot goon named "Thumper," who has "I ate" freshly inscribed above his "Mom" tattoo.

Yes, it's important for man to be able to take care of himself, but the trick is to understand your limits. You need to know when to fight and when to run away like a frightened deer. The problem is many don't recognize when it's time to flee. They'll do anything to be the meanest dog in the alley. They'll take all kinds of training, accessorize with all kinds of weaponry, even wear bulletproof vests. If your lifestyle is such that you need to wear a bulletproof vest, possibly it's time to do some serious self-examination. It's a simple fact that the best way to stop bullets is to stay away from those who may want to shoot you.

Never Underestimate The Needs Of A Female

They say the fastest way to a man's heart is through his stomach, but any woman can tell you that the fastest way to a man's heart is with an ice-pick, straight through the rib cage. For those of you who haven't had the opportunity to experience it, women can be cute, cuddly, and fun to fiddle with. They can also be meaner than a gutter rat and twice as dangerous.

Unlike men, who spend most of their free time day-dreaming about tits and beer, women are very focused. They have certain needs and desires, and you don't want to be the bro who stands in the way of satisfying them. Women may have the reputation of being the fairer sex, but most of them would stomp over a carpet of fresh kittens just to get a look at something they want.

So how can a simple man satisfy the needs of such a creature? Sadly, you can't. The best you can do is try not to piss them off and hope they don't kill you in your sleep.

Don't Fight Losing Battles

If you've ever argued a speeding ticket with a cop, you know all you need to know about losing battles. If someone with a badge has decided, for whatever reason, to ruin your day, you can bitch and moan till turkeys grow tits, and in the end you still get the ticket. It's best just to save your energy for battles you have a chance to win. Stick to fighting things like sleep and gum disease, rather than people with guns and arrest quotas. Your pride may take a beating, but pride heals a lot quicker than internal bleeding.

Never Assume Things Are As Bad As They Can Get

Every time I've thought that life was as bad as it could get, fate rears its ugly head and proves me horribly wrong. No matter how bad you think things are, they can always get worse.

We've all been there. You're riding down the road, enjoying the day, when it starts to rain. You think things couldn't get any worse. Then it starts to hail. Or, while walking across the street you slip on a steaming fresh dog turd and do a lip stand on the pavement. You drag your ass back upright thinking this is as bad as it can get. Then you get hit by a cement truck.

Allowing yourself to think that things can't get any worse is just plain dangerous. It's like challenging the universe to swoop down and crap on your head.

Be Careful What You Wish For

If you've ever had the experience of wishing dreadful harm would visit some jerk who desperately deserves it, then finding out that it did, you know that life can be spooky. Even if, deep down inside, you didn't really want your boss to be struck by lightning, you wished for it and there it is. Why this doesn't work when you wish for a brand-new Harley to mysteriously appear in your garage while you sleep is beyond me. Life can also be cruel.

When you wish for something, be clear about what it is you're after. One minute you're wishing your ol' lady would get it on with another woman; next thing you know she's a lesbian and you're homeless, living under a tarp with your scoot. Sure, dreams can come true, but so can nightmares.

Beware Of Advice

There's an old saying that warns never to give advice. The wise don't need it and the foolish won't heed it. That should be all you need to say about the subject, but it's not. Everybody still insists on giving it and sometimes we all make the mistake of listening.

Remember, never take financial advice from a street wino or relationship advice from a hooker. The results are probably going to be less than perfect. If you sat down to read this piece thinking it was somehow going to change your life, I'm afraid you were sadly mistaken. The important thing to know about advice, is that if you're getting it from me, you're screwed.

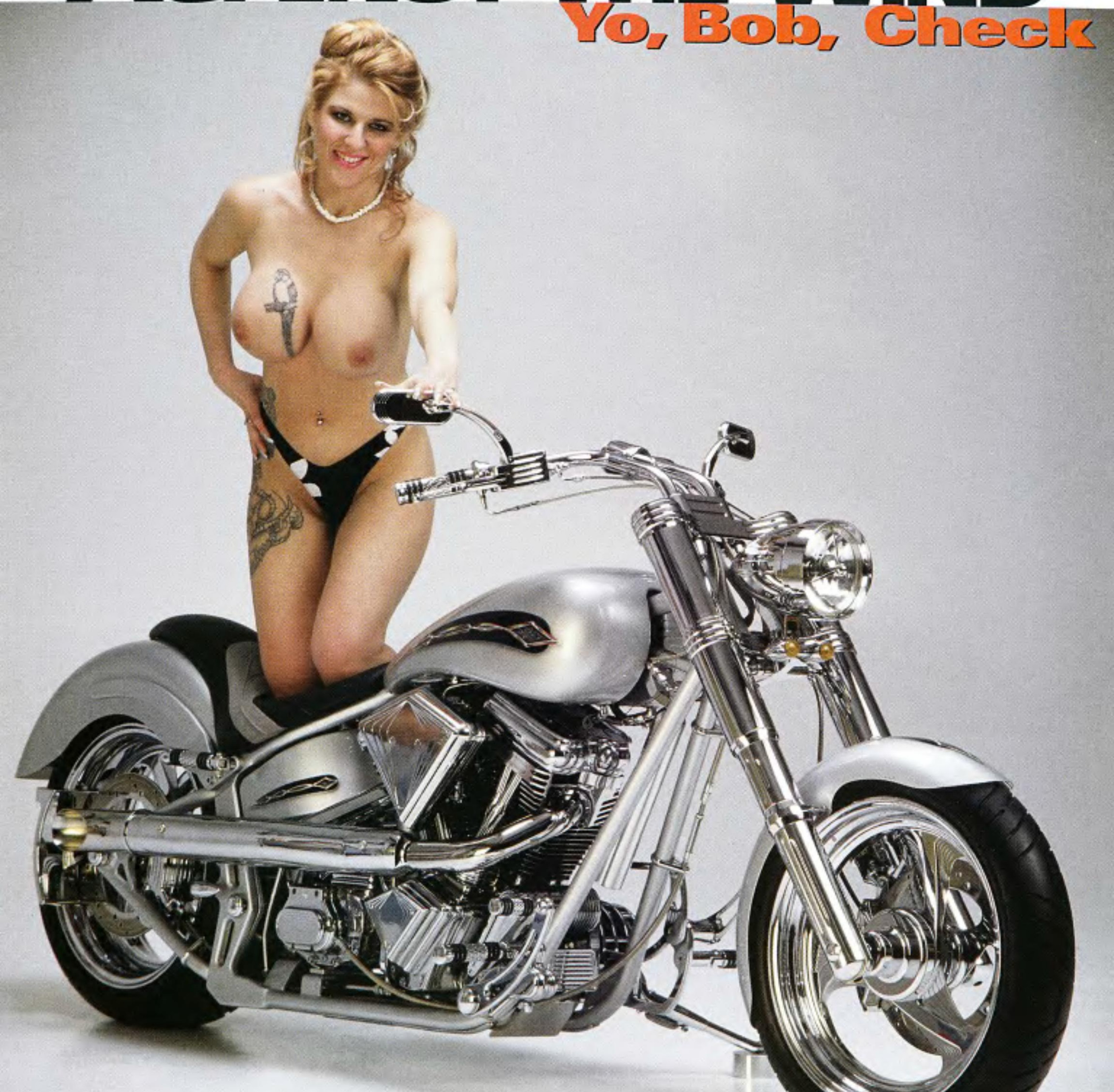
—Greg White

THE BIKERS
WHAT THE HELL IS THAT GASOLINE SMELL...
NICK'S CUSTOM CYCLES
...AND WHO'S THAT GUY THAT LOOKS LIKE HE JUST WET HIS PANTS?
THAT'S OL' LEON FARQUART. HE AIN'T TOO BRIGHT.
NICK'S CUSTOM CYCLES
HE HAD ME PUNCH LOUVERS IN HIS GAS TANK.
NICK'S CUSTOM CYCLES
TOM WOJAHN

Somewhere between Arlen Ness winnin' a bar bill and Glenn Soled's kids practically mandatory learnin' of every Bob Seger lyric, **a tribute bike was born.** Glenn's original plan was to modify his existing '94 Softail, but you know how that can go: One new part can easily set the **whole rebuild thing** into motion, and, in this case, **the contours and lines** were based on a consumer compensation match of sorts.

AGAINST THE WIND

Yo, Bob, Check



Out This Silver Bullet

Seems Glenn and Arlen were at a local cantina a while back, and the two got into a gentleman's disagreement as to who would pick up the bar tab. Arlen prevailed, but having studied economics at UCLA, Glenn figured that the way to give Arlen his money back and then some would be to outfit his first ground-up project with as much Ness product as a frame could stand.

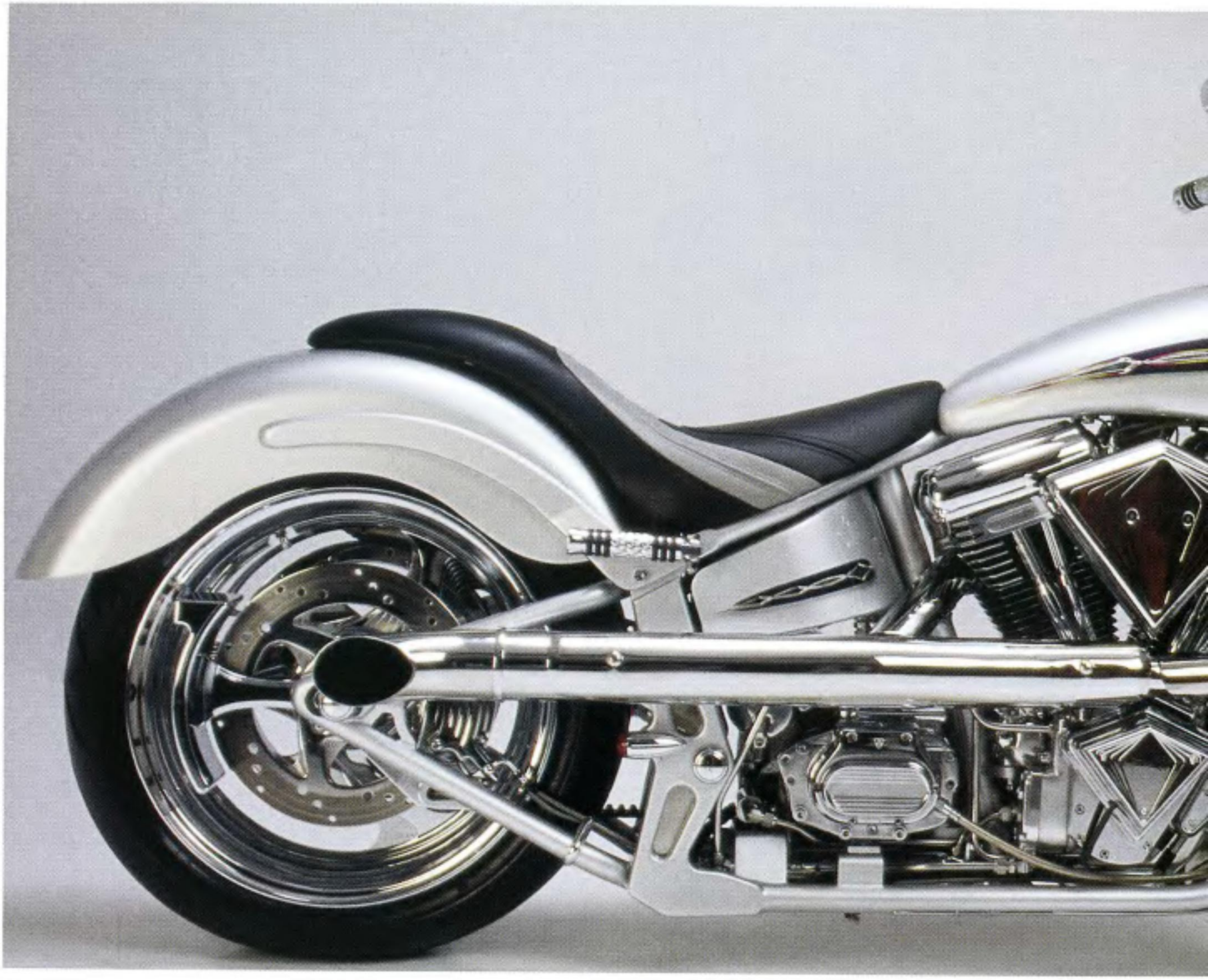
The bike's overall design is based on the flowing look of the Ness air cleaner. The Sean Decker paint job and Brandon Armstrong graphics (which look like diamonds going at Mach 3) blanket a Nesstail Daytec frame that required a bare minimum of modifying. From the 2-inch-under Ness massive glide forks, to the Works adjustable ride-height shocks and Radius struts, Glenn has the low ride of his life.

Glenn's primary performance gimme was to run nitrous, and builder Jim Amiot (Sharon Wood's Cycle Center) complied with an 89-cubic-inch S&S setup and a Carl's Speed shop 580 lift mid/high range cam package that'll rattle your marrow. The NOS dual fogger runs with an open valve; push the horn button and anything after that is wild and woolly ...

"But there's other highlights for me, like the speedo," Glenn added. "To get the bike licensed here in Ohio, I made continued trips to the DMV. Once I thought everything was taken care of, the guy says 'Where's your speedo?' Hell, I didn't have one or room for one on the bars when it was all finished, so I mounted it above the left brake caliper, and the DMV guy couldn't do a thing about it."

Jim Amoits' custom primary cover work is a treat for Glenn, too, along with Jim's work on the frenched LED rear taillight. "The real trick," said Glenn, "is cutting and bending the circuitry board so the LED doesn't pop out."

Jim also crafted the custom



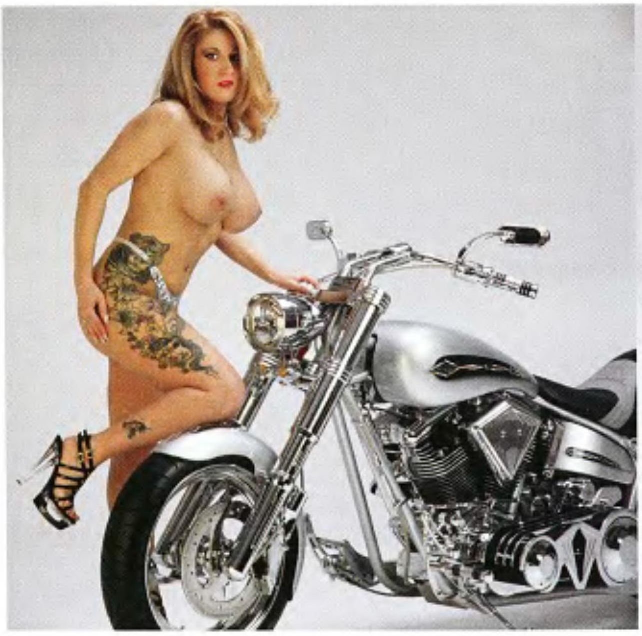
FLYN

exhaust, fender rails, neck covers, brake tee, NOS bracket, turn signal, coil mount, handlebar bracket, and tachometer backing. The stainless steel oil lines are a prize as well, made of aerospace materials whose origin (according to Glenn) are probably best left unexplored. But they do kinda go along with his license (FLYN) that he's had since he was 16, and the whole bike feels like it's doing exactly that.

When he's not making raisin pie for a living (literally), Glenn pilots his '98 Special Construction through the rolling hills of southwest Ohio and some mighty scenic horse country. It took a year to build, but he's got no complaints about his silver bullet's ride. "It handles and fits like a tailored suit," Glenn told us. "I've been on hundreds of bikes, but I never sat on something so comfortable that fits so good and rides so well."

Straddled by li'l Miss Ami, this month's Fox Hunt winner from Ohio, Glenn's ode to Bob Seger is a far cry from a Briggs & Stratton motor sitting in a Schwinn Sting Ray frame. Go up against this wind with caution.

—David Aldridge



Owner: ....Glenn J. Soled
City: ....Cincinnati, Ohio

General

Fabrication: ....Jim Amiot
Year/make: ...1998 Special Construction
Model: ....Ness-Tail
Assembly: ....Sharon Woods Cycle Center (SWCC)
Chroming: ....Hi-Lustre

Engine

Year/model: ....1998 Evo
Rebuilder: ....SWCC/Jim Amoit
Ignition: ....V-Thunder programmable
Displacement: ....89 cubic inches
Lower end: ....S&S
Pistons: ....S&S 10:1
Cases: ....polished S&S
Heads: ....Edelbrock, hexed and highlighted
Cam: ....Carl's Speed Shop, 580 lift
Carb: .... Mikuni HSR42mm, polished
Pipes: ....SWCC/White Brothers
Modifications: ..NOS, SWCC balancing, Ness/SWCC air cleaner, JIMS lifters

Transmission

Year: 1998
Modifications: ....polished S&S case, S&S gears, Karata 4-inch primary

Paint

Molding: ....Shawn Decker
Painter: ....Shawn Decker
Color/type: ....silver/custom mixed
Special paint: ....Armstrong Designs

Frame

Year: 1998
Type: ....Ness-tail
Builder: ....Daytec
Shocks: ....Works adjst. ride height
Modifications: ....38-degree rake, 5-inch stretch, Radius struts

Accessories

Bars: ....Ness/SWCC
Handlebar controls: ....Ness
Fender(s): ....Jesse James/SWCC
Headlight: ....Ness/SWCC
Taillight: ....LED/SWCC
Speedo: ....fork mount, SWCC
Dash: ....tach in bars
Pegs: ....Ness Diamond
Foot controls: ....Ness
Electrics: ....Wire Plus/SWCC
Gas tank: ....D&D
Oil tank: ....Ness
Oil system: ....H-D/top secret
Primary cover: ....Jim Amiot/SWCC
Seat: ....Danny Gray custom
Mirrors: ....Ness
Grips: ....Ness

Forks

Type: ....Ness massive glide
Builder: ....Ness/SWCC
Modifications: ....2 under, check out the speedo mount

Wheels

Front

Type: ....Boyd's
Size: 17-inch
Tire: ....Avon 120-17
Brake: ....6-piston Ness

Rear

Type: ....Boyd's
Size: 17-inch
Tire: ....Avon 190-17
Hub: ....Boyd's
Brake: ....4-piston Ness
Photos: ....Michael Farabaugh

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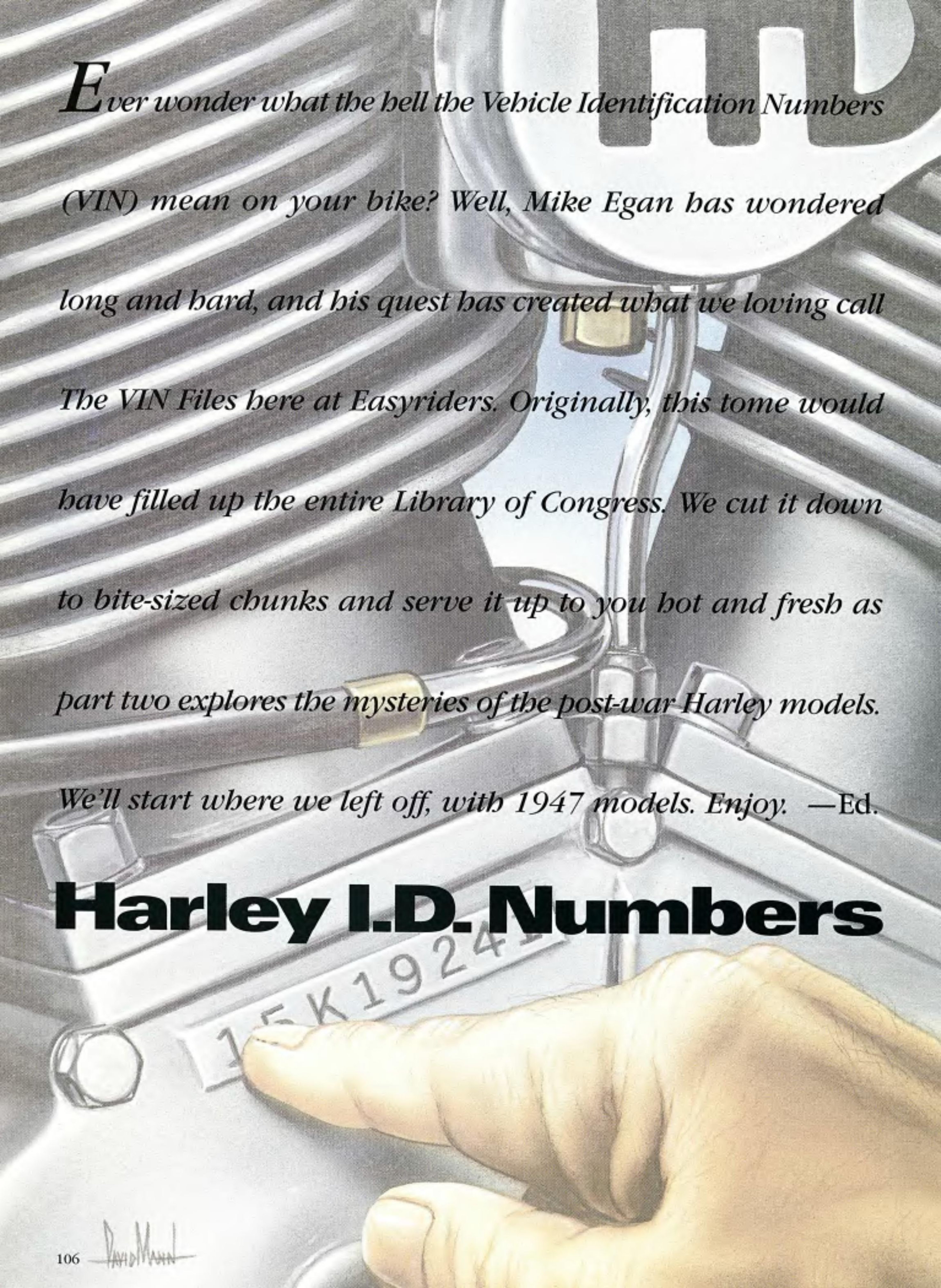

Ever wonder what the hell the Vehicle Identification Numbers (VIN) mean on your bike? Well, Mike Egan has wondered long and hard, and his quest has created what we loving call The VIN Files here at Easyriders. Originally, this tome would have filled up the entire Library of Congress. We cut it down to bite-sized chunks and serve it up to you hot and fresh as part two explores the mysteries of the post-war Harley models. We'll start where we left off, with 1947 models. Enjoy. —Ed.

Harley I.D. Numbers

The VIN FILES:
THE MYSTERY OF HARLEY I.D. NUMBERS REVEALED Part Two

1947 to 1958

In 1947, production at Harley-Davidson was 20,115 units. Eleven civilian models, including the WR 45" SV racer were offered, retaining the airflow design and streamlined appearance of the pre-war models. Harley-Davidson motorcycles would continue to be registered and titled by their engine number until the VIN (vehicle identification number) system was overhauled in 1970.

47-U, 47-US, 47-UL are 74-inch Side-Valve models designated by engine number prefixes 47U and 47UL.

47-ES and 47-EL are 61-inch OHV models designated by engine number prefixes 47E and 47 EL.

47-FS and 47-FL are 74-inch OHV models designated by engine number prefixes 47F and 47FL.

47-WL and 47-WR are 45-inch SV solos with engine number prefixes 47WL and 47WR. The WR was a single purpose Class C track racing machine with no brakes.

47-G and 47-GA are 45-inch SV Servi-Cars with engine number prefixes 47G and 47GA.

1947 brought a new direction in the way the Motor Company would do future business with its dealers. A "quota system" for allotting new motorcycles to dealers was established to adjust the high demand for motorcycles and low production output due to material shortages after the war. This was the first year since 1941 that new touring models had been offered. Aluminum heads were offered as an extra on the 45-inch and 74-inch Side Valve models, and the 80-inch SV model was no longer offered.

1948 Production was 29,612 units. Two significant changes took place in the new model lineup. First the 61- and 74-inch OHV models received facelifts, primarily in the form of the new "Panhead" engine. The second significant change was the birth of the Model-S 125cc Single as a mid-year model. While the production figure jumped from 1947 to 1948 by almost 10,000 units the Model-S Singles made up those additional units produced. This was the first time that "S" used in the engine number can be documented; in this case, designating a stand alone 1948 single cylinder two-

cycle engine model—a first for a two-cycle engine application in the entire Harley-Davidson history. The lightweights made up 30 percent of the production output for 1948.

Model designations with engine number prefix translations: 48-U, 48-US, and 48-UL are 74-inch Side-Valve models designated by engine number prefixes 48U and 48UL. This was the last year of production for the big twin model Flathead.

48-ES and 48-EL are 61-inch OHV models designated by engine number prefixes 48E and 48EL.

48-FS and 48-FL are 74-inch OHV models designated by engine number prefixes 48F and 48FL.

48-WL, 48-WLS and 48-WR are 45-inch SV models designated by engine number prefixes 48WL and 48WR.

48-G and 48-GA are 45-inch Servi-Car models designated by engine number prefixes 48G and 48GA.

48-S is a 125cc Two-Stroke Single cylinder model designated by engine number 48S.

1948 marked the end of the '30s era and the beginning of a new modern generation. It was the last year the big twin side-valve model was offered, bringing the curtain down on an 18-year production run of the VL and UL 74-inch side-valve big twins. The 125cc model ushered in a new era of low-cost personal transportation. A third digit was introduced at the beginning of the lower engine case line-bore numbers, a coded carry-over from the earliest days at Harley for matching sets of case halves that had been machined together as a pair slated to be used as a unit in assembly.

1949 Production was 23,861 units. Demand still outdistanced supply for the new big twin Harley model line-up. With the introduction of the new Hydra-glide forks, sporting a larger headlamp, beefier front brake topped with new deep drawn one-piece rounder shaped fenders, the style changed profoundly from the '30s art deco style, with its sweeping streamlined silhouette, to a plumper looking post-war profile. 1949 is the only year that the lower front fork sliders were painted black.

Prices on the '49 models would barely cover cab fare today. The Model "S" 2-Stroke Single retailed for $325. No wonder they sold 10,000 of them. The "S" for '48 and '49 were offered in black only.

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AHL312

The EL 61-inch OHV went for $735. The FL 74-inch OHV was priced at $750. The WL 45-inch SV solo sold for $590. The Servi-car G model 45-inch SV was $860.

Model-to-engine-number prefix series for 1949: 49-ES, 49-EL and 49-ELP are 61-inch. OHV models were designated by engine number prefixes 49E and 49EL. E was a medium compression OHV used for the sidecar application. EL was a high compression engine used for police work and the touring sport solo model.

S combined with E and F in the model number indicated sidecar gearing and application. P combined with EL and FL in the Model number indicated police application and color. Neither S nor P appeared in the engine number prefixes for the OHV twins.

49-FS, 49-FL, and 49-FLP are 74-inch OHV models designated by engine number prefixes 49F and 49FL. F is a medium-compression OHV used for the sidecar application. FL was a high compression engine used for police work and the touring sport solo model.

49-WL and 49-WLS is a 45-inch SV model designated by engine number prefix 49WL.

49-WLA is a 45-inch SV Army model designated by engine number prefix 49WLA.

49-WR is a 45-inch SV Racer model designated by engine number prefix 49WR.

49-G and 49-GA are the Servi-car models designated by engine number prefixes 49G and 49GA.

49-S is a 125cc, 2-cycles Single engine model designated by engine number prefix 49S.

1950 Production was 17,168 units. "Zoom Buggies" was the term used to characterize the 10-percent increase in horsepower through improved design and increase in the size of cylinder head intake ports and carburetion. Springer forks on the EL and FL were no longer offered. The FL model lead in popularity among all the other models with over 7,400 produced.

The 125cc Single, referred to as the "little fella" in Harley advertising, was unofficially titled "Hummer," a vernacular moniker first postulated by riders, later to be adopted by Harley. It was the first year for adjustable trail Hydra-glide forks fitted to the big twin sidecar models, labeled "Trail-away Forks" for their adjustability.

Basically the same model types were carried over from 1949 into 1950. The police models ELP and FLP were no longer offered in the 1950 line-up. Engine number prefixes remained the same for 1950.

The invasion of cheap and plentiful motorcycles from England was being felt in virtually declining sales by American motorcycle manufacturers. This and other factors spelled the approaching demise for the Indian Motocycle Co. in 1953.

1951 Production was 15,882 units. The 1951 Hydra-glide models and engine designations remained the same as 1950 with the following exceptions: The ES 61-inch and FS 74-inch Sidecar models with "medium" compression engines and s/c gearing were no longer offered. The 1951 and 1952 only year models witnessed the ELS 61-inch and FLS 74-inch models offered for sidecar application with sidecar gearing and "high"-compression engines in the Dealer Order Form. The engine number letter prefix for these two sidecar OHV models was EL for the 61-inch and FL for the 74-inch. There was no mention of either of these models in the production figure breakdown for 1951 or 1952.

An additional 45-inch SV Racer was offered for the popular TT racing. TT was the initial for "Tourist Trophy" sport racing, adopted from the English where the course had at least one right hand turn. However, errant American bench racers soon adopted "Tavern to Tavern" as their approved interpretation. The new model racer was called the 51-WRTT. Its engine designation prefix was 51WR.

1952 Production was 15,312 units. The Hydra-glide with mild cosmetic changes remained basically unchanged except for a foot shift model option offered on the 61-inch and 74-inch model as, 52-ELF and 52-FLF Models with F at the end of the model prefix designating Foot Shift. Models ES 61, EL 61, FS 74, WL 45, WLA Army 45, WR 45 Racer, and S 125cc Single were all dropped after 1952.

The Big Twin OHV, Servi-car and 125cc Single models remained virtually the same as the 1951 models.

52-S Model 125cc two-cycle Single was dropped at the end of 1952.

52-ELS and 52-FLS Models were high compression 61-inch and 74-inch OHV engines with sidecar gearing.

52-EL and 52-ELF Models were 61-inch OHV, the first, EL with Hand shift and the second, ELF with Foot shift.

52-FL and 52-FLF Models were 74-inch OHV, the first, FL with Hand shift and the second, FLF with Foot shift.

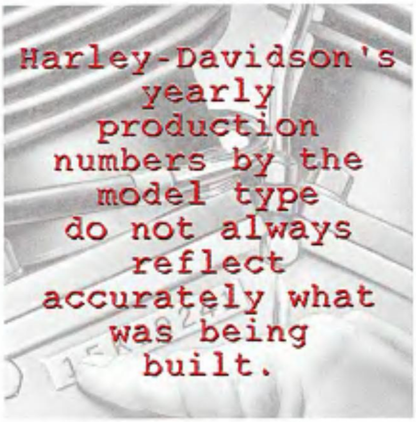
52-K Model was a 45 SV unit construction designated by engine number prefix 52K.

52-KR Model was a rigid frame track racer with a 45-inch SV unit construction V-twin designated by engine number prefix 52KR.

52-KRTT Model was the Tourist Trophy competition racer with a 45" SV unit construction V-twin designated by engine number prefix 52KRTT.

Harley-Davidson's significant mid-year introduction announced a completely new motorcycle in the form of the K-model 45-inch SV, featuring a unit-construction power plant mounted in a double loop swing-arm frame covered by a 4.5-gallon center fill gas tank sporting narrow Hydra-glide forks secured at the top by rubbermounted handlebars. It was destined to become the genesis for the future Sportster model line. The K-Model featured a four-speed transmission with foot shift and hand clutch, while the WL 45 Solos had a 3-speed transmission with foot clutch and hand shift.

Some contemporary motorcycle journalists have concluded the 45 K-model



evolved from the 45 WL solo model. While 1952 was the last year the WL 45 was supplied for the domestic market there are so few similarities between the two that it should be simple to deduce the K-Model was created from a clean sheet of drafting paper in the Motor Company's engineering department. The two models had little in common save the marque logo on their gas tanks, right side final chain drive, and their 45-inch engine displacements. The new model 45 KR track racer was introduced to replace the obsolete 45 WR racer.

1953 Production was 12,431 units. 1953 was the Harley-Davidson Motor Co.'s 50th anniversary year, but it was neither celebrated nor officially recognized until the 1954 model year. Several new models were introduced. There appear to have been 14 models in the introduction line-up but only five Models, the FL 74, FLF 74, 45 K-model, G Servi-car, and a new 165cc Single ST, according to production figures, were offered.

The nine missing variations of the former models might have been lumped together under the general model production figure headings. Somehow, they were not itemized per individual model as had been the practice in previous years. A new 53-FLE Model 74 Traffic Combination, designed primarily for police use, was not listed in the 1953 production schedule. The FLE model stayed in production through the end of 1956.

The 53-FLE Model 74 Traffic Combination had 61 milder profile cams and a smaller M-61 carburetor with engine number prefix 53FLE.

53-ST Model was a 165cc 2-Cycle Single with engine number prefix 53ST.

53-KK Model was a hotted up version of the K with KR cams, less chrome and flatter handlebars designated with engine number prefix 53KK.

53-KRM Model was set up as a trials and scrambles racer utilizing a magneto ignition with engine number designation 53KRM.

There's no time like the present to clarify another eccentricity of the Motor Company. Harley-Davidson's yearly production numbers by the model type do not always reflect accurately what was being built. For some reason, known only to the pencil pusher responsible for posting production figures, some went missing. Either the figures were overlooked, misfiled or a new system may have been under consideration that was partially implemented and then perhaps dropped because the model variation production numbers are recorded again in 1955. When models were dropped from the domestic sales line-up and no longer shown in company advertising, they may have still been offered for "foreign" racing, civilian, police or military sales for years into the future and their production may not have been reflected in yearly model production figures.

One example of this was in the racing series of 1920s motorcycles, but police, military and touring models were also subject to this policy. Racers thought to have been discontinued by 1924 surfaced in 1926 and 1930 in Europe with 26FH and 30FH factory engine prefix numbers. Harley offered domestic racing variations for 1927, 27FHAD and 27FHAC, which were included in production figures totaling 19 combined units. The '26 and '30 racers might have been one-offs, specially ordered by European dealers and made up specifically by the Motor Company from surplus racing components. However, while genuine racing machines exist today with the 26FH and 30FH racing

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engine number designations, no historical production figures reflect that they were ever manufactured.

1953 and 1954 both serve as post-war examples of this lapse in production figures for each model produced. There were no production records that we were able to locate that listed all the new models that were actually produced for these two years. While only five models were listed in the production schedule, it is a fact that 14 different models were offered and produced according to dealer order forms and factory sales literature for 1953 and 1954. The K-model variations are a good illustration. The K for 1953 was catalogued with 1,723 production units but no other K variations were listed. Factory advertising, factory photos, race results and factory literature for '53 all indicate that KK, KR, KRM and KRTT models were also produced but none were listed in the production figures. Paul Goldsmith won the Daytona 200 mile Expert Championship on a new KR model racer in 1953. What happened to the production figures or why they were lumped under a handful of general model headings for these real life Harley phantoms is anybody's guess.

1954 Production was 10,568 units. The 50th Anniversary was celebrated with a special polished and satin finished bronze-colored front fender medallion combining the shape of the bar and shield H-D logo and a V in a 2 1/2-inch circle with "50 Years" in prominence at the top. Significant, but not mentioned in the *Enthusiast* anywhere, was that three different Panhead rigid frames evolved during the 1954 season with each new frame superseding and replacing the former. The wishbone frame, first introduced in 1948, went through two minor updates in 1954, finally being replaced late in the production run by the straight leg Panhead rigid frame so often thought to have been first introduced in 1957.

The only new model line introduced for 1954 was the 55 KH, a stroked version of the 45 K-model. The KH was the origin for a whole new species of special sport, trials, scrambles and TT racing offspring in a larger engine displacement class. The new KH gave birth to the KHK, KHR, KHRM, and KHRTT.

1954 was very much like 1953 with only four general category models listed in the production figures. There were more like 11 or 12 model variations offered in the line-up. The model numbers

and engine prefix designations remained basically the same as previous years except for the new 55-inch KH-model.

54-KH Model was a 55-inch unit construction tourer with engine number prefix 54KH.

54-KHRM was a 55-inch unit construction trials racer with engine prefix 54KHRM.

54-KR Model was a 45-inch unit construction track racer with engine number prefix 54KR.

54-KRTT Model was a 45-inch unit construction twin Tourist Trophy racer with engine number prefix 54KRTT.

1955 Production was 10,686 units. Seventeen models in the new model line up and six new models were announced. The FLH and FLHF 74s were "hotted-up" versions of the FL. Dubbed the "Super Sport," the FLH models had an 8-to-1 compression ratio and ported and polished intake area in the heads. The 125 cc 2-cycle Single was back as the "Hummer" to join its big brother 165 cc ST model. The KH fostered more souped up spin-off models.

55-FLH Model is a 74-inch OHV Super Sport, hand shift, with engine number prefix 55FLH.

55-FLHF Model is a 74-inch OHV Super Sport, foot shift with engine number prefix 55FLH.

55-KHK Model is a 55-inch unit construction hotted up version of the KH with engine number prefix 55KHK.

55-KHR Model is a 55-inch unit construction racer with engine number prefix 55KHR.

55-KHRTT Model is a 55-inch unit construction racer with engine number prefix 55KHRTT.

55-B Model is a 125 cc 2-cycle Single, the Hummer, with engine number prefix 55B.

1956 Production was 11,926 units. This milestone year gave birth to the "King of the Highway" accessories group and new title for Harley's big touring twins. This was the last year of the police FLE and FLEF models. FLE in the engine number prefix was not used after 1956. One XL model OHV was listed in the model production figure list.

1957 Production was 13,079 units. This year was truly remarkable for Harley as it announced the arrival of the OHV Sportster model with 883cc engine. 1,983 XL models were sold and the I.D. prefix was 57XL. No military models were produced; however, 418 Model 57-XLA Army Sportsters were supplied to the military.

Three competition models—the 57-KR and 57-KRTT, both 45-inch Side-Valve models, and a 57-KHRTT 55-inch Side-Valve model—were produced.

57-KH model was a 55-inch SV unit with engine number prefix 57XL.

57-KR and 57-KRTT models were 45-inch SV racers with engine prefix 57KR.

57-KHRTT model was a 55-inch SV Tourist Trophy racer with engine prefix 57KHR.

1957 was the last year of the FL and FLH power plants in a hardtail frame. There were four new models in the line-up for that year.

1958 Production was 12,676 units. Duo-Glide FL bikes sported a swingarm with shock absorber sprung rear frame section. There were hydraulic forks on the front and hydraulic shock absorbers on the rear of the FL series. Gone were the KH, KHRTT and XLA models. New models in the Sportster line up were the XLH, XLC, XLCH, and XLRTT.

The following list shows starting and ending VINs for 1958 models:

Starting	Ending	Units Produced	No. Leftover
58FL1002	58FL7107	1,591	4,514
58FLH1001	58FLH7099	195	5,903
58XL1001	58XL2533	579	953
58XLH1487	58XLH2552	711	354
58XLCH1762	58XLCH2489	289	488

Something was up with the engine numbering system judging by the large amount of production numbers available for each model that were not utilized. In the case of the 58FL, 1,591 units were produced with a block of 6,105 numbers assigned leaving 4,514 number unused. Why was this done? Some historians have intimated that Harley was juggling their production numbers to stymie the competition, but this doesn't seem to be the case since Indian went out of business in 1954 and the Japanese were just gearing up to saturate the world market with low-priced scooters and bikes. Could it be that Harley's unused blocks of numbers could be used as coded engine numbers to frustrate motorcycle thieves and give police another tool to detect altered VINs? The mind reels.

—Mike Egan

What of VIN and ID numbers for the remaining years? Will Mad Mike reveal more arcane mysteries? Stay tuned to Easyriders and find out. —Ed.

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The Perfect World

PONDERING LIFE'S BIG QUESTIONS

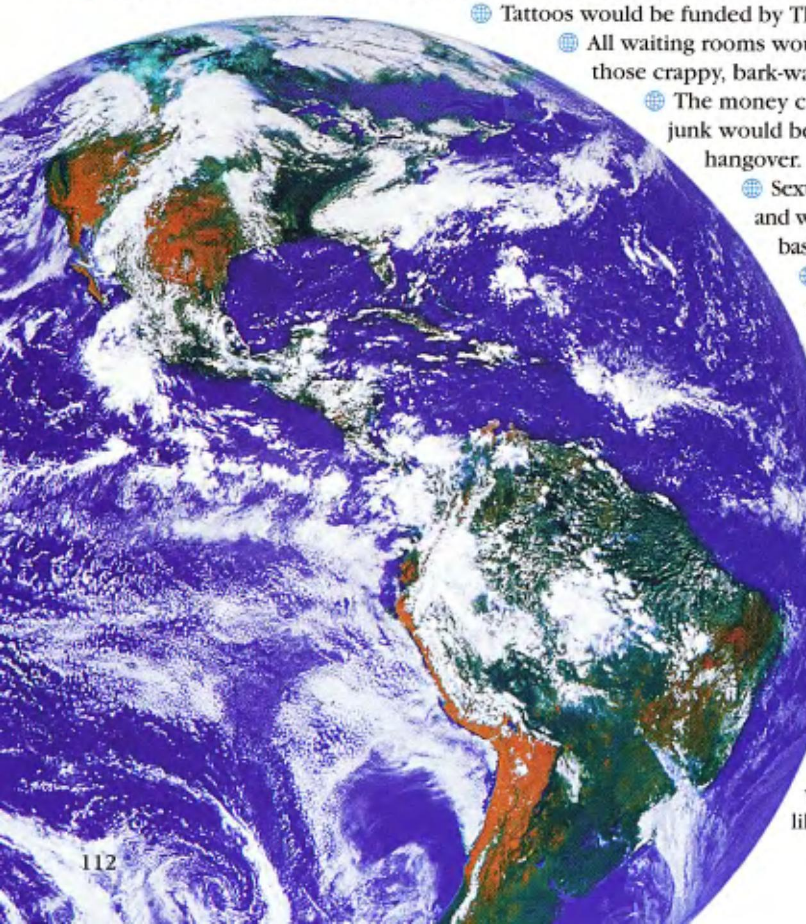
Next time you're sitting around pondering life's big questions, like what color is fuscia and what's really in hot dogs, give this one some thought: If all the tight-ass people who run the world didn't show up for work for a while, would anybody notice?

Think about it. No politicians, no judges, no cops, no tax collector. Of course, the people you really need, like the guy who keeps the lights on and the folks at the liquor store, would still be there, but the rule makers wouldn't. It makes me tingle. It's even better than my regular fantasies of naked chicks, gift-wrapped scooters and beer flowing from the kitchen taps.

But how could you live in a world without upper management? Somebody would have to run things ... which turns my twisted mind in another direction. If somebody has to be in charge, why not bikers? What if bikers ruled the world?

Wouldn't that be a fine place to live? Hell, bikers couldn't screw things up as bad as the suits have. It was the suits, after all, who gave us such fine advancements as the low-flow toilet and the mini-van. No, if bikers ruled the world there would be changes—changes for the good. I'm not sure exactly what it would look like, but it would probably be something like this:

- The wearing of ties to work by men would be frowned on, as would the wearing of panties by women.
- The opening days of Sturgis and Daytona Bike Week would be national holidays.
- The history of the Harley-Davidson Motor Company would be required study in school.
- An "Unnecessary Noise" tax would be levied against women whose thighs rub together when they walk.
- Third world dictators would be dealt with in the same manner as a bro would deal with a wino who just threw up on his scooter.
- All money from traffic violations would go into a huge keg fund.
- There'd be a lot more scooters and hooters on T.V. and a lot less brainless talk shows.
- Anyone who used a firearm to defend his home or property from vandals would have a street named after him.
- Tattoos would be funded by The National Endowment For The Arts.
- All waiting rooms would be stocked with a supply of *Easyriders* instead of those crappy, bark-wasting, fashion rags you find there now.
- The money currently being wasted on Mars probes and other useless junk would be used to fund research into a cure for the common hangover.
- Sexual harassment laws would be more open to interpretation and would allow for the fact that most men are really just basically pigs.
- The glass ceiling, which women encounter while climbing the corporate ladder, would be painted black so they'd at least quit hitting their heads on it.
- Anyone using the term "significant other" or "lover" instead of ol' lady would be ass-stomped and locked in the trunk of his Volvo.
- Money spent on hookers would be completely tax deductible.
- Birth control would be free because rug rats can divert a female's attention from taking care of her man's every need.
- Global warming would be encouraged because riding in the snow is such a pain in the ass.



Sounds like the perfect world and this would just be the beginning. If scooter people were to unite there's no telling what we might be able to accomplish. World peace, an end to poverty ... anything is possible. Hell, maybe we'll even be able to come up with the answer to life's most perplexing questions—like what really *is* in hot dogs?

—*Greg White*

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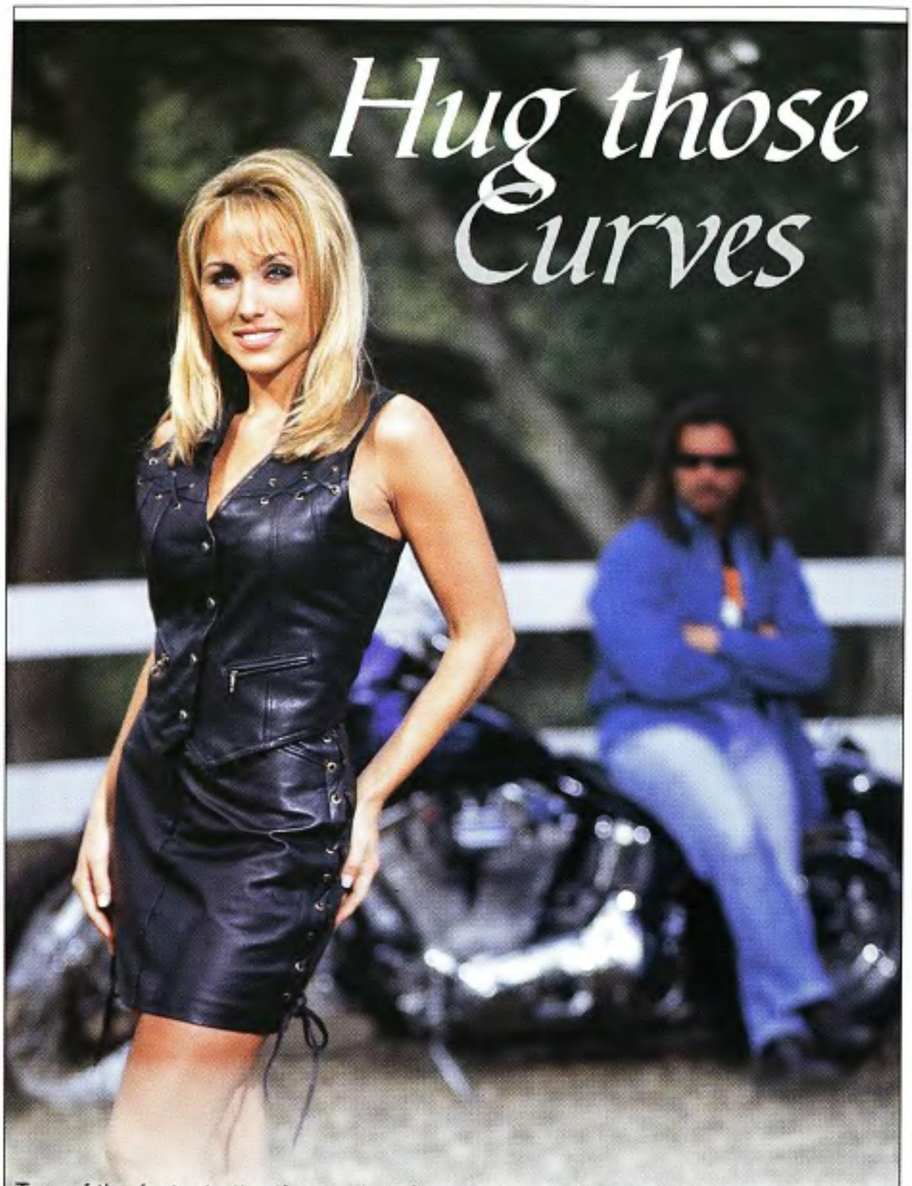
The Ride

His bones had felt the coming storm long before it arrived. Tanner stood in the doorway of his custom shop, watching the jet black clouds roll in from the east. Lightning shrieked across the rural Arkansas sky. Twilight was fading fast, and in another half hour, sheets of rain would be pouring over the county. It would continue that way through the evening, an endless wash of water over an endless horizon.

"Damn," grumbled the sandy-haired, pony-tailed biker, "glad I ain't out in that shit."

Tanner breathed in the humid twilight air, savoring the country smells that change as they do when Mother Nature begins stirring the mix. The sound of distant 18-wheelers downshifting on the highway drew his mind far and away to the asphalt path he knew better than himself. Another Labor Day had come and gone, and Tanner was pissed about not being at a party somewhere. Now it was late September, and the rains would be putting a damper on his riding plans for quite a while. No matter. It was good for the crops that surrounded the place he would call home to the end. →



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code: AVS312

And a little downtime was really all right. Hell, Tanner had spent the better part of his 63 years on the road. He'd been through at least a dozen Harleys, all shapes and sizes, and he'd been through a few wives in a similar manner. Seemed like he'd build one scoot, sell it, then sell everything, hit the road, and keep goin' till his head seemed clear. Then he'd park himself someplace, get a thing going with some honey, and start it all over again.

Along the way, he'd bitten off as much as he could chew and then some ... which had not come at an easy price. But even those years when he'd been down, Tanner's mind reached far beyond the concrete walls, always dreamin' about the next town, the next woman, the next adventure. How he'd managed to settle down and open his shop was somethin' that never quite added up. It just did, and that was that.

Bein' this close to Route 40 just over the Tennessee line from Memphis was a good location, makin' his place the first shop past the Mississippi River. Crossin' that meandering stretch of water was like enterin' another world. The gateway to the West opened right up in front of him, bigger than life itself, and suddenly anything was possible. It'd taken him many a mile to find, but Tanner knew that's why he'd settled here; he was on the edge of where things began, so he never felt dead or old. But he sure missed the road and the ride.

The sound of factory pipes caught Tanner's ears and scattered his thoughts. *Sporty, late model, workin' hard ... two riders.*

He nailed it. An emerald green '82 25th Anniversary Sportster pulled around the corner and cautiously slowed to a stop in the deserted parking lot. Two riders and a bike packed to the ass. Tent on the front fender, book bag on the gas tank, two swollen saddlebags, two bedrolls and a sleeping bag over the rear fender. Jesus, where's the goddamn kitchen sink?

The driver let his ol' lady climb off first. She undid her ponytail, and a cascade of copper red hair dropped down to the middle of her back. Tanner saw a woman not to piss off. Not mean or cruel, but stern. Built solid, late 20s.

The clean cut rider slowly eased off the sagging bike and sighed a deep breath. Tanner studied the face of an absolute beginner. Early 30s, and definitely crazy, 'cause no one in their right mind would be packin' a redhead on a green Sporty. That combination was

truly a rolling lightning rod. This would be interesting.

"Howdy," he offered. Fatigue washed over his body, as it does after battling the highway for what felt like forever.

"Evenin' y'all," Tanner replied, his smile revealing a few missing teeth. The redhead's silent nod confirmed the weathered biker's gut feeling. He knew that even without looking, she'd be feeling his every move, a sense acquired by a certain way of living ...

"We got off Highway 40 just over the bridge," said the lean, dark-haired man, "and we didn't see an entrance to get back on. Can you give us some directions?"

Tanner rubbed his arthritic hip as waves of pain surged through the right side of his body. Storms always did this to him. Yeah, like he'd always wanted to be a human barometer.

"You bet," replied Tanner. "Just take this frontage road 'bout half a mile west. It'll lead ya right to the highway." He walked around the emerald Sporty, checkin' out the load. He remembered a time when his Hogs had at least as much shit strapped to 'em. *Where'd those years go?*

"Y'all comin' or goin'?" Tanner asked.

"Goin'," clipped the redhead, "to California ... some place called Santa Cruz."

"Comin'," added the rider, stretching his legs, "from Maryland, via Connecticut."

Tanner's eyes opened a notch. Neither rider had on a stitch of leather. The man's blue denim jacket and the redhead's lime denim jacket were just about all that stood between them and what would easily be over a 4,000-mile romp. *What the ...?*

"Where the hell are your leathers?"

The rider shook his head and laughed. "Oh, they're brilliantly back in Maryland." He pointed to the bike's load. "We were 50 pounds over max gross weight, and we figured it would be hot all the way, what with it being September, so ... "

The redhead just rolled her eyes and continued unhooking some of their bungee cords.

"So how's the weather been for ya?" Tanner had to ask.

"Just lovely. Been raining from Pennsylvania," the redhead replied as she pulled two clear plastic Kmart rainsuits out of the saddlebags. "Wind blew us off the road in Tennessee ... and now *this* shit."

"It's been chasing us, making sure we don't turn back," laughed the rider. "I think we're gettin' backhanded by God." →

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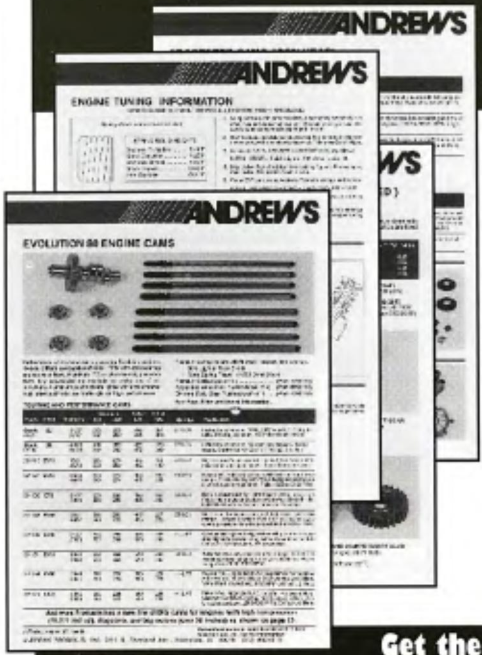

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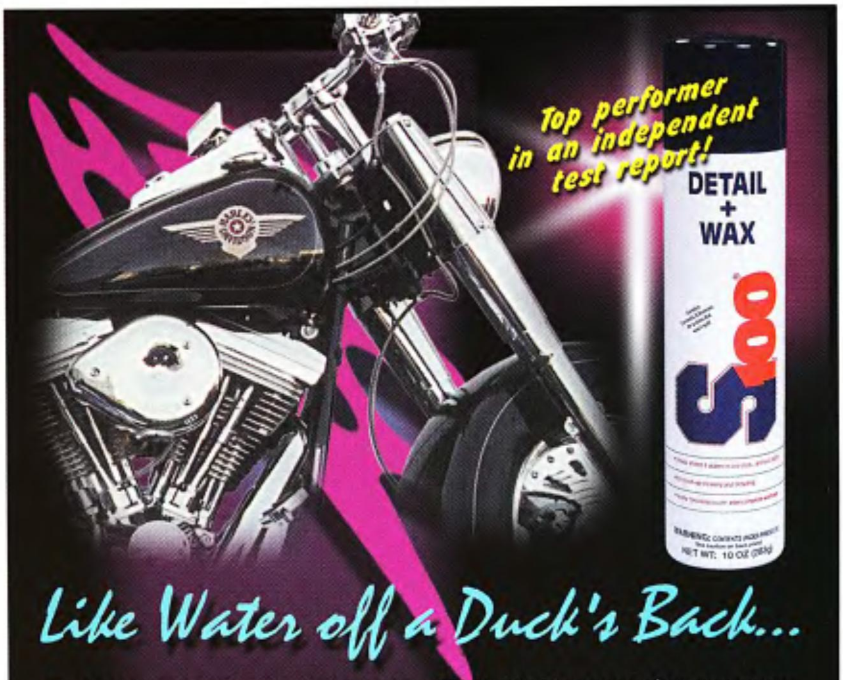

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Tanner nodded in agreement. He'd felt that a few times himself. "It can be a mighty big hand, can't it? Why don't y'all come inside for a spell?"

The redhead and the rider split a soda as they checked out Tanner's shop. It was plain and simple, no frills—a Shovelhead on the workbench and two Pans on the side. It kept Tanner fed, but not too busy. A one-man operation, the recurring story of his life.

"That's a good-sized load y'all got," Tanner remarked.

"Yeah," said the rider, thumbing through some biker rags. He nodded to the redhead. "She packs and navigates; I do the rest. Somehow, it all works."

"A green Sportster, huh?" commented Tanner, wondering if they knew about the myth of that particular color's bad luck that dated back to the 1920s.

"Well, it was free, and I ain't superstitious, so we didn't complain," answered the smirking redhead, looking dead-on at Tanner.

She knew. His eyes opened up another notch.

"We got it from a landlord who wanted us to break the lease on his rental house," explained the rider. "We call the bike 'Incentive'."

Tanner was duly stunned. "He just gave it to you?"

"Yeah," the rider replied, still not quite believing the answer himself. He nodded to the redhead again. "It's kinda weird. She's been around Harleys for years. I'd never even sat on one before we met. But they don't land in your lap every day, and we wanted to move to California, so, there you go."

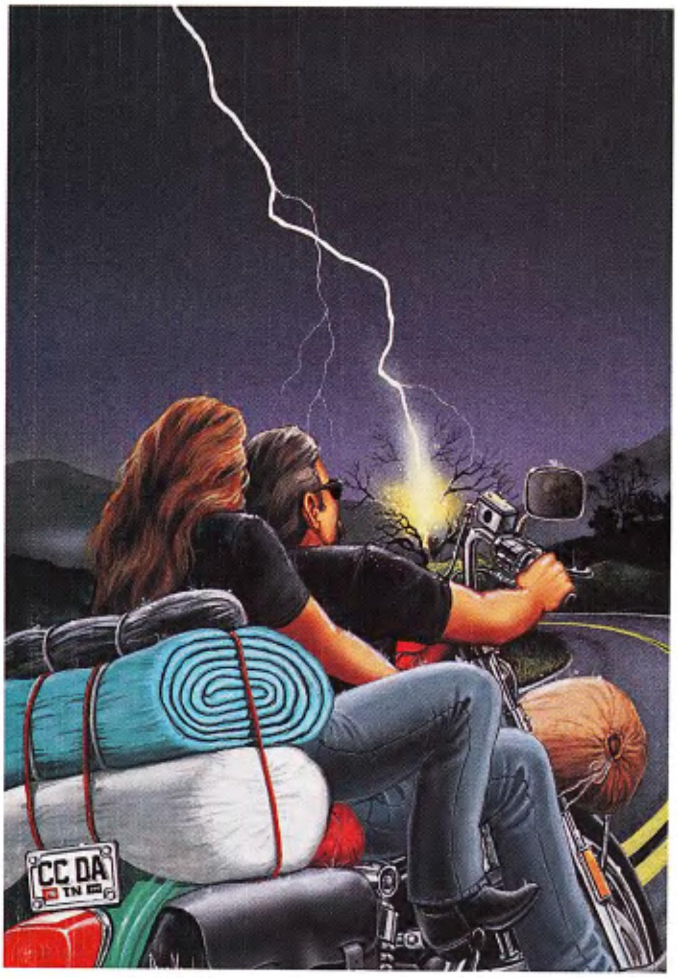
The lights flashed as thunder and lighting ripped across the flatland.

"I didn't know a damn thing about 'em, but it was too good an offer to pass up," the man continued. "So we took a rider's course, sold everything, quit our jobs, and two weeks later—"

"We hit the freakin' road," interrupted the redhead, quite proud of their decision. "And we ain't NEVER goin' back!"

In all of Tanner's years, the places he'd been and the people he'd met, two of the strangest individuals he'd ever laid eyes on were splittin' a soda in his shop. They weren't seasoned, but they sure would be—if they made it to California.

Tanner studied the couple with genuine curiosity. The rider had the look of a man searching deeply for something, while challenging a fear that once called upon him and was not easily dismissed. The redhead stood by his side, as though she'd always been there, looking out for whatever else came along. He dreamed, and she kept watch. They fit together in the strangest kind of way.



And in them, Tanner heard the echo of something both distant and familiar, a spirit of the road, with no chip on a shoulder, no store bought look. These folks were out there just doing what others only dared to dream of. It was a thing you couldn't really put into words. But it was a thing that Jack Tanner knew well; it'd kept him on the road for many years.

"How's she been treatin' ya?"

The man looked at the redhead with a mixture of respect and curiosity. He never knew quite what was on her mind, but her instincts were something he lacked and admired, and definitely respected.

"No, I mean your bike," Tanner added. The redhead barely broke a smile. She knew what he meant before he even said it.

"She quit on us in Connecticut, dead," replied the rider. "Turned out to be a loose battery wire, which is a real treat to get to under all that crap. I called a dealership, and a mechanic walked me through the possibilities. Same thing happened in York, Pennsylvania, so we knew how to fix it. Other than that, we've been through a few sets of bad plugs, nothing major, though."

"How long ya had her?" Tanner asked.

"Eight months or so, but this trip is our real break-in period. We didn't get much riding practice in before we left. I'd planned to take back roads all the way, but the imbecile at the insurance company wrote the policy wrong, and they canceled it on us two weeks later with a 45-day grace period. So it's been mostly highway."

"You got work lined up out in California?"

The redhead looked up. "Well he says we'll find some, no problem."

"We'll be fine," the rider added without hesitation. "But after four years of government work, an office is the last thing I want to think about right now."

Tanner liked this guy. He didn't seem to give a royal rat's ass about worryin' about what-ifs. But then again, this guy didn't seem like a suit at all. Not many in that world would give it all up and take this kind of leap of faith. But Tanner knew there were plenty who wished they could. Man, oh man, what they would learn.

"How long y'all been on the road for this trip?"

"Too goddamn long," snapped the redhead. "Finally made him buy me a damn pillow. That bike vibrates like a sonuvabitch. The goddamn saddlebag straps cut right up into my ass."

"Yeah," laughed the rider, "we'll probably have to buy black magic markers to draw the cracks back on our butts when this whole thing is through!"

"I imagine so," agreed Tanner, laughing at the thought. "By the way, how'd you happen to find the shop?"

"We didn't," answered the man. He jerked his thumb toward Incentive. "The bike did. When we pulled off I-40 looking for a gas station, we found three dollars on the ground about two miles back. Then something just said, 'Keep going on this road' and we found a station ... then you."

The rider looked out at the growing cloud bank, lost in a sea of thought.

"But it's been like that the whole trip," he continued. "I keep hearing this little voice, and I get this feeling."

He glanced out at their Sporty. "I know this sounds kinda weird, but," he paused, reaching for an explanation, "the bike guides us. We just follow. It's very strange."

The redhead locked eyes with the shop owner and he held her steel gaze. Then it softened, and she dropped her guard for a moment.

"He's learning," she said.

Tanner nodded with a very knowing smile. The lights flashed again, and thunder shook his shop windows.

"Listen," Tanner offered, "do you wanna push yer bike inside and wait this thing out? That shit's gonna be nastier than a rattlesnake with a root canal."

The rider and the redhead studied each other for a moment, then shifted their attention outside to the darkening sky. They'd had this sort of silent conversation throughout the trip, a discussion that Tanner had heard in his own mind over the years. His bones felt their decision long before the words arrived.

"If we leave now, we can stay ahead of it," replied the rider, assuredly. "We're shootin' for Little Rock tonight. I think we can make it." The redhead was silent, but Tanner knew that she'd be watching for whatever came along.

"Well, you're more than welcome to stay," he offered again.

"Thanks," said the rider, looking out at the storm-filled sky, "but we'd better be getting back on the road before things get any worse."

Tanner walked them to the door, and they stepped into cool air. The rider and the redhead pulled on their $6 plastic rainsuits and mounted up.

"Be careful of the split in the road about four miles down," Tanner advised. "We call it Suicide Alley—all kinds of construction goin' on. Gotta watch yerself."

"Appreciate it," replied the man.

Thunder cracked overhead, and a light rain began to fall. Soon enough, Tanner thought, there'd be an endless wash ...

He extended his creased hand to the couple. "Name's Tanner. A pleasure to meet y'all." They exchanged names and handshakes, and a thousand Harley memories flooded the aging shop owner as he felt the grip of two people determined to make the ride.

As the rider turned away, Tanner leaned toward the redhead.

"He'll do fine."

"Yep," she replied with a glint in her ever-watchful brown eyes. "See ya."

The rider fired up Incentive, and the wind began to howl. Tanner waved and watched as the couple climbed aboard and roared off toward the interstate. Cold rain spattered his weathered face, and the sound of V-twin thunder mixed with nature's own.

Lightning shrieked across the rural Arkansas sky, and the rain started pouring. An orange neon bar and shield flickered behind Tanner. It went out for a moment, then came back on—a little brighter than before. Tanner nodded with a smile, as a familiar voice began to fade, heading west toward an endless horizon.

—David Aldridge

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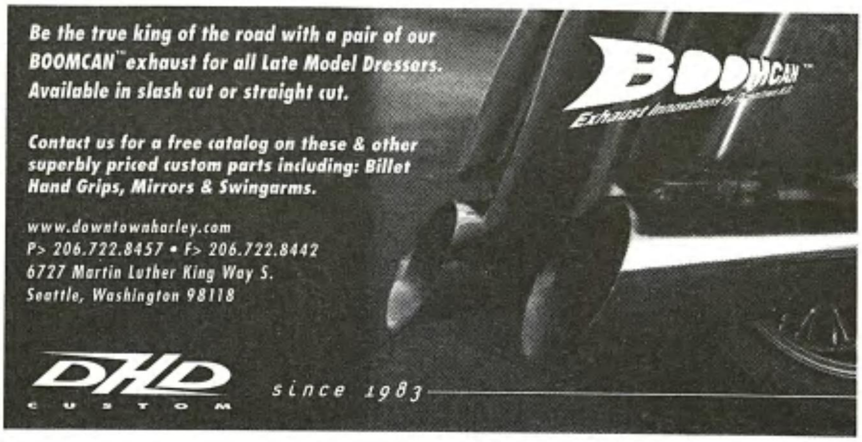

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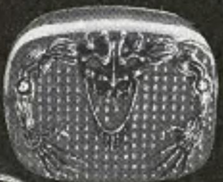

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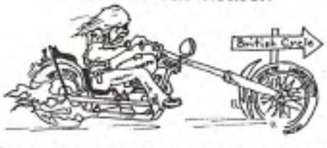

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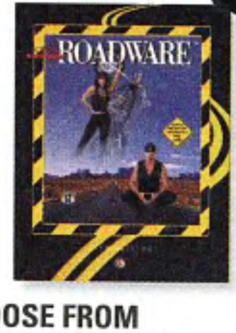

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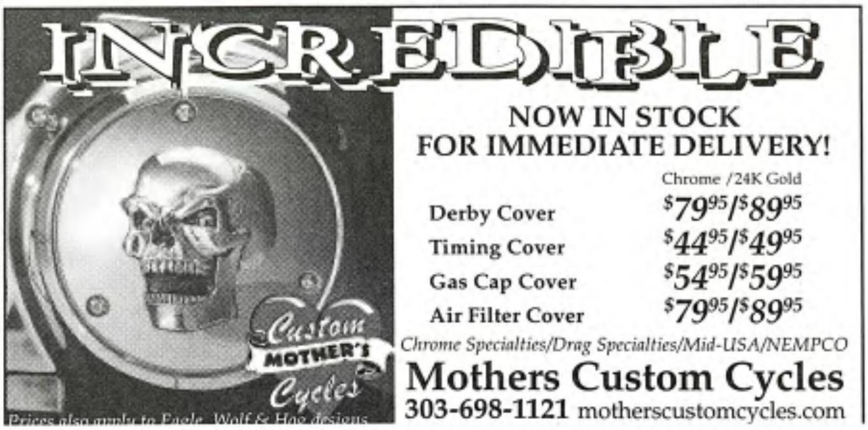
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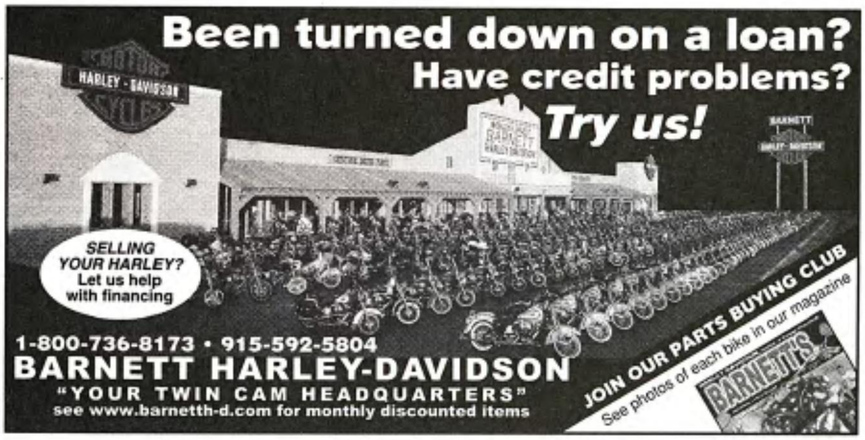
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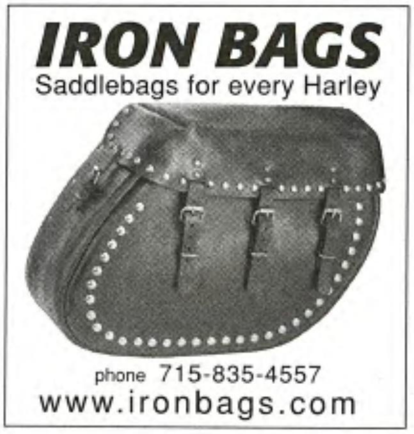
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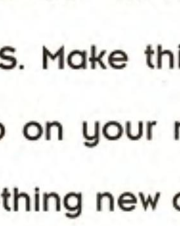

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Rip's Tips

LIDS

There's an old biker saying that goes, "Chrome don't get ya home," and I subscribe to that. But as in life there's always an exception to the rule. What I'm getting at is that I've got a 1988 FLHS I call Baby, and I dearly love her. She brought me back from Alaska in 1988, when the road was dirt for about 1,500 miles. We rode in rain for four days straight. The highway was so nasty at that time that two weeks after I went through, the DOT closed a section of it because part of a mountainside came down and covered the Alcan. Baby also took me to Halifax, Nova Scotia, over the northern part of the Great Lakes, to Duluth, Minnesota, en route to Sturgis one year, and also to old Mexico and Baja. She's taken me back and forth across the country many times and has never failed me. In fact, I only remember having to load her in a trailer or truck just one time.

New shine for Baby.

The FLHS model didn't come with much chrome and the engine, and tranny weren't painted black; they were plain aluminum. The factory paints a clear coat over the covers after they get polished. The clear coat is pretty tough but after a while it starts fading away, particularly in the areas facing forward, like the front part of the front valve covers, the front part of the timing cover, and the front part of the transmission cover. Then on the left side, the front of the primary covers both inner and outer get blasted.

Not wanting to spend hours polishing these areas, I thought that I'd go ahead and have some of these covers chromed. I had some parts put aside from my other scoot Sugar Pai. I stole the valve covers off of Sugar Pai, which were already chrome because she is a '90 FLHTC. I put on some Knucklehead-style covers made by Xzotic. The stock chrome timing cover came off and JIMS timing cover went on; it's a two-piece cover that hide many of the allen bolts.

Talk about getting a lot of double takes from folks walking by her! I had fun talking to people about the aftermarket parts when they would stop and say, "How'd you do that?"

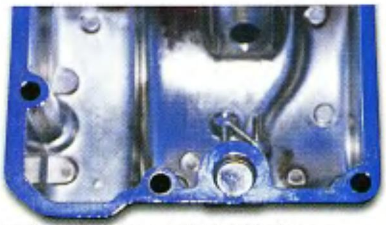
So, recently, when the crankcases finally had to be replaced on Baby, those two stock chrome parts went on. I had an extra late-model trans lid. I did have an early one chromed and sent the original one out to get that bright and shiny stuff put on. In other words, I didn't want to be down any longer than possible waiting for the lid to come back from the chrome shop.

The older trans lids have screw holes for brackets that are bolted to them, which hold the clutch cable. And the older trans end covers have an arm sticking up through them that actuates the throw-out bearing similar to the older 4-speed trans. The later ball and ramp taken from the Sportster setup is much cleaner looking and has fewer parts to leak and screw up.

It's a fairly easy swap—the first thing ya do is disconnect the positive battery cable. Then the inside bolt of the starter shaft housing has to come off for clearance, the one closest to the lid. Both of the solenoid bolts need to come off.

New trans lid in place.

Photos: Rip

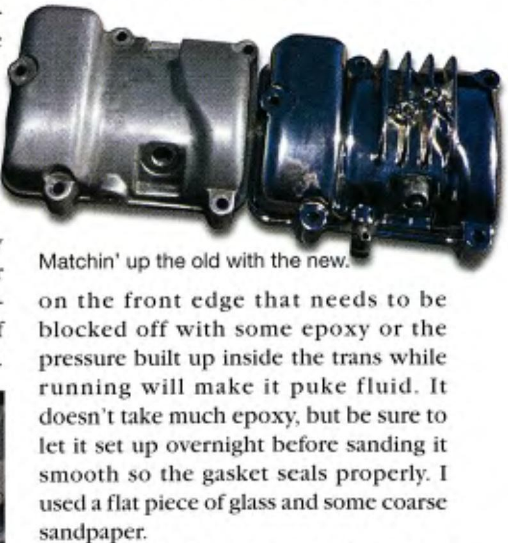


Detail—inside tranny lid bolt holes.

Don't lose the spring that goes into the solenoid. This is a good time to inspect the condition of the solenoid. The one on Baby was the original. I replaced the rubber boot while it was off and cleaned out some of the crud inside the solenoid. Originally, the rubber boot was white—now it's black.

Anyway, the bolt pattern is the same on all 5-speed trans lids. All the bolts on the lid are the same size except the one closest to the solenoid; that one is a tad longer.

On the older lids there is a small gap



Matchin' up the old with the new.

on the front edge that needs to be blocked off with some epoxy or the pressure built up inside the trans while running will make it puke fluid. It doesn't take much epoxy, but be sure to let it set up overnight before sanding it smooth so the gasket seals properly. I used a flat piece of glass and some coarse sandpaper.

Be careful when removing the lid, and if you're lucky, as I was, you may be able to use the same gasket over again. When I get the chromed lid back from the chrome shop I'm gonna use a new gasket. If ya tear the gasket, be careful when you scrape the old one off that pieces don't fall into the transmission. The same thing applies with the bolts that hold the lid on the trans. It's a good idea to cover the guts of the tranny while you're scraping the old torn gasket. If you have more parts left over when you're through with the job, don't start up the bike because you screwed up.

—Rip

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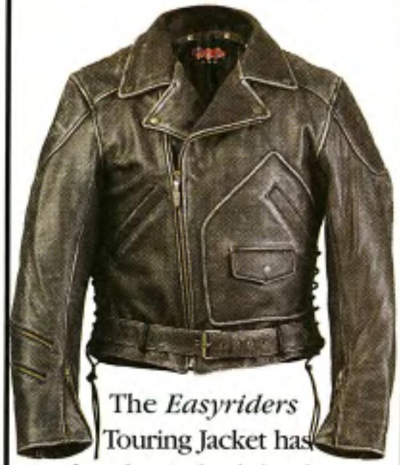

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Jim welded the false pipe to the inner side of the rear exhaust header and ran the pipe around the primary, and along the fender to match the other side. With the appropriate brackets in place the system looks fine, will make the Bandit scream, and, once chromed, this puppy will look like a million bucks.

From Rich's joint, the Bandit II was hauled to Corbin for a one-off custom seat. Then the Bandit/Bay Area Custom Cycle project will be complete and shortly thereafter featured in full color.

—KRB

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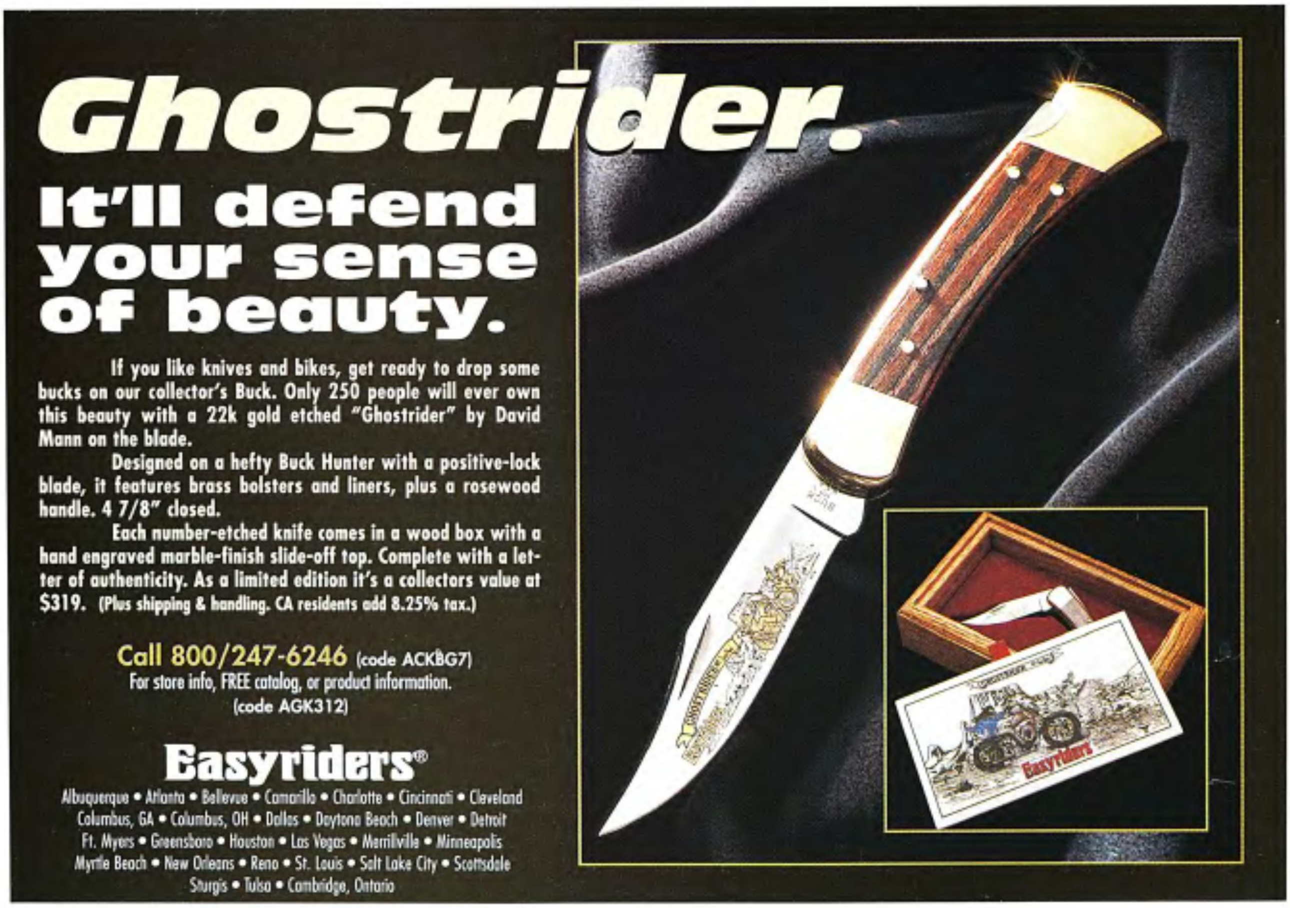
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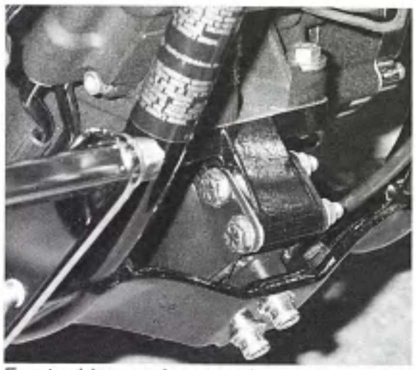

Front rubber engine mount.

Billet unit from Departure Bike Works.

Rubber Rules!

For A Comfortable, Reliable Ride, It's That Thin Black Line

In furniture, it's glue; in marriage, romance; and in bikes, rubber! Besides tires, a host of other rubber parts play a small but key role in your Milwaukee metal. Grommets, seals, inserts, belts, and bushings of rubber spell the difference between motorcycling happiness and hassle. Its flex means carefree cruising, instead of fatigue or failure.

FXR-type rubber baby bumpers.

Rubber was originally latex sap from a tropical tree. Today, thanks to chemistry, it's a universe of reformulated and reinforced "elastomers," like Buna. Reflecting its increasing talents, motorcycle manufacturers have gradually gone the rubber route—even for mounting of major components like engines. BMW started early with its 250 single; Norton went flexy in its late-1960s Commando.

Now, even Harley gives riders choices in flex-mounted power plants, rubber damped handlebars, and belt drives. FXR-type link-stabilized mounting with two rear points and one front has gradually been supplanted by the cleaner two-point Dyna Glide scheme. Its front mount eliminates the FXR stabilizer link due to improved torsional rigidity. Builders desiring a truly sano look can opt for front mount covers: an aluminum billet unit for FXRs from Departure Bike Works or a chromed shroud for Dynas from Custom Chrome. What's more, the factory sometimes varies the stiffness of its rubber parts from year to year, giving you swap opportunities. One example: 1993-up engine mounts result in more smoothness for many riders of '92 Dyna Glides. Your local dealer knows all. And, the aftermarket adds chassis choices for customizers. Sumax, for example, offers a Softail-type frame that accepts rubbermounted (FXR) powertrains.

Rubber—and its various cousins—can improve things elsewhere on your bike. The general rule? If it's thin, electrical, or human, mount it in rubber. Following are some tips on how and where.

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in many sizes and lengths. To safeguard fragile electrics, consider a fabricated mounting like a battery eliminator bracket. The rubber potting and wire grommets on the module give extra protection from failure and chafing. Or, rework existing parts: a stock Shovelhead top engine mount holds a coil. Lords can also isolate thin-section metal parts to prevent vibration cracks; aftermarket oil tanks have bosses or recesses that mounts thread, expand, or press into. The exposed studs then attach just like a rigid part.

Sponges and pipe cushioning for electrics.

Foam seat padding

Kitchen sponges, pipe insulation, or inner tubes quickly add a little "give" between two hard surfaces, especially when one is a liquids vessel or thin section part.

Rubber lever tips and two swell writing pens.

RUBBER FOR THE RIDER

Your bod benefits from similar soft stuff. Seat padding ranges from molded latex foam, to sponges with rat bike duct-tape upholstery. Factories coat or tip handlebar levers for better grip—so can you with liquid tool-handle dips and rubber caulks.

ASSUAGING GAUGES

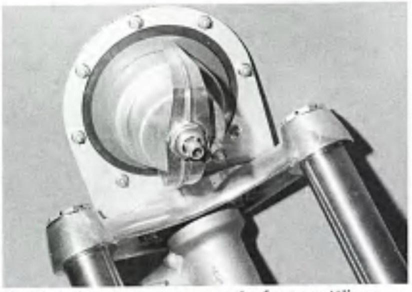
Electro-mechanical tachs, chronometric speedos, and solid-state stuff alike need rubbermounting. Aftermarket instrument heads often utilize stud mounts; these can clamp down on sheet rubber, which has its outer edge sandwiched by mounting plates. The lower plate attaches to the triple tree. Many gauges incorporate internal damping, so you get added insurance.

DON'T OVERDO IT

In some cases, you don't want to double up the damping bit. Primary and rear belts replacing chains add desirable driveline cushioning, smooth take-up and ease component stresses. Nylon-bushed rear sprockets similarly "give" slightly, desirable with cast wheels. But combining all three may give too much mush.

Rubber-bushed aftermarket risers both clamp on and plug in, increasing handlebar comfort. They're common at swap meets and manufactured, once again, by Custom Cycle Engineering. However, to avoid too much control flex, don't combine with stock rubber triple tree inserts. Another excellent choice? Hard Again polyurethane riser bushings from Ride One beat ozone-aged stock rubber to cure excess high-bar movement.

And, use rubber sparingly as gaskets—



Rubber keeps your speedo from rattling ...

... and your belt smooth.

Rubber gaskets keep things together.

Silicones can take the place of rubber in certain applications ...

... but should supplement—not replace—conventional gaskets.

Photos: Jake

unless parts are machined and set up for o-rings. I prefer silicones to supplement, not replace, conventional gasketing. Apply carefully; avoid blocking oil holes. Some bearing housings (e.g. cam cover) need gaskets to maintain end-play.

TAKING CARE

Although modern rubber is hardy high-tech, don't neglect it. If your Glide runs bare tubes with rubber wipers, keep them clean. A film of fork oil collects fine grit that shortens seal life. Ditto for other external seal locations: open primaries, axles, shaft ends. Clean rubber-covering electrical components (plugs, connectors, wires, etc.) with a "drying" lubricant to maintain insulation. Combat atmospheric pollution with water-based protectants to extend the life of exposed rubber parts. Silicone lubes, especially with nozzle, help maintain rubber in hard-to-access locations where water shouldn't go. And, since rubber parts age, replace on a time, not mileage, basis.

So, remember rubber's rules: judicious use, occasional care. Your Harley, your hands, and your hindside will all thank you for it. *—Jake*

Poly riser bushings.

Thanks to Harley-Davidson Cycle Center, Pocasset, Mass., for technical assistance.

Sources

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J&S Paint
The Writing Is On The Wall ...

For those folks who've always wanted to know what goes into the actual making of a palette masterpiece, Jim Ankrum, owner of J&S Paint in Moorpark, California, has given us the lowdown on Paint 101 and how he handles projects. Jim's small two-man shop is crankin' out work well worth keepin' an eye on, and his overview of painting basics will give ya food for thought if you've ever questioned the price associated with metal make-up.

Jim's an up and coming DaVinci who got his start by working in a paint shop when he was 15. After doing small project work on friends' bikes and parts, he branched out to Los Angeles bike shops as a freelancer. His work as a tattoo artist also managed to find its way into his projects, with many designs now preserved on metal instead of flesh.

Jim's garage shop consists of a 20 x 20 homemade blow-by booth, constructed of drywall with two fans and filters on either side. He runs a 3.5-horsepower Campbell and Holdfield compressor, with water filters to keep water and oil out of the

Jim Ankrum (left) and Jerry Kranzler.

lines. An Iwata top-feed paint gun with a one-quart container is constantly drained and cleaned with solvents and thinners between color changes. For primer, Jim uses an Iwata bottom-feed gun with a one-quart container. For drying, Jim puts everything under a short wave, infra-red heat lamp.

BASIC REPAIR AND PREP

Minor scratches can usually just be wet color sanded with fine grid paper, then buffed out with buffing compound. Deeper scratches and dings are sanded down, then spot-filled with putty or bondo and re-sanded. Primer is blended over the top of the existing primer, the base color is added, and the whole area is clear coated. If you want to bring him bare or to-be repainted metal, don't bother stripping it yourself. While Jim uses mostly PPG and House of Kolor paint, customers are welcome to bring their own pain. But Jim prefers to handle the stripping himself so that he can guarantee his work.

The first step of prepping involves hand painting a coat of aircraft stripper, which he lets sit for 30 minutes. The stripper does all the work, and one coat is usually all it takes. The stripper is wiped off, and the metal is then dry-sanded with 400-weight paper. Aluminum, titanium, chrome-moly, polyproplyne, fiberglass, and carbon fiber surfaces all use the same basic prep procedures, but each requires a different degree of primer treatment. Aluminum, chrome-moly, and titanium require stronger metal-etching primer.

After dry sanding, any dents are either pulled or pounded out, then bondo'd up, followed by a smooth dry sand after the 10 to 15 minutes required for the bondo to set. Primer can be applied right away, but Jim usually does a quick wax and grease treatment to remove any body grease or other substances. The primer is then mixed with a catalyst (a hardener) and some thinner, in

These paint wizards push the graphic envelope past the sticky part.

If you can dream it....

J&S will create helmets to match any paint scheme.

... J&S can make it happen.

about a 5:1:1 proportion, with specific ratios depending on the humidity level, and the type of primer and paint to be used.

Five to 10 minutes need to pass between the two or three primer coats Jim usually lays down, with no sanding required between coats. The metal is then put under the heat lamp and cured for five minutes, followed by a wet sanding to keep the paint particles out of the paper. Another three to five minutes is required for the metal to cool.

FROM PRIMER TO COLOR

A base coat only requires a couple of minutes to be laid down. Jim waits five minutes for it to dry and flash (stick to the primer) before continuing with whatever amount of coats are required to cover the primer. The metal then goes back under the heat lamp for 15 minutes.

At this stage, any graphics, pinstriping, or airbrushing would be applied before the clear coats are shot. This is where Jim turns the detail work over to Jerry Kranzler, a guy who learned the fine art of pinstriping from his dad while working in his sign shop as a kid.

From corporate to crazed.

When Jerry is done, the graphics are allowed to air dry before the metal goes back to Jim for the first coat of clear, which requires no sanding in between. That clear is mixed with thinner (about 1:1, depending on booth temperature and humidity level) and filled into the one-quart container, which Jim cleans out while the metal is under the lamp. The deeper the desired look, the more coats of clear are applied, each requiring about 15 minutes under the lamp to dry. A smooth wipe down follows, and viola, you're ready to bolt the metal down.

With color-matching help from Lisa and Dennis at Simi Paint and Supply, Simi Valley, Calif., Jim and his fiancée, Sally (the S in J&S Paint), are making a fine Southern California name for themselves. And if the aforementioned basic paint tutorial sounds like more work than fun, bring your metal parts to Jim. As these pictures and explanation show, they'll be in good hands.

—David Aldridge

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Ol' lady examining her figure in a mirror: "Honey, do you think I look fat?"
Ol' man: "Do you think I look stupid?"
David C.
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ReadersRides

Levi Curry
Red River, New Mexico
1996 Buell S-1 Lightening

Ode to the Weekend Warrior: There's a new breed out there.

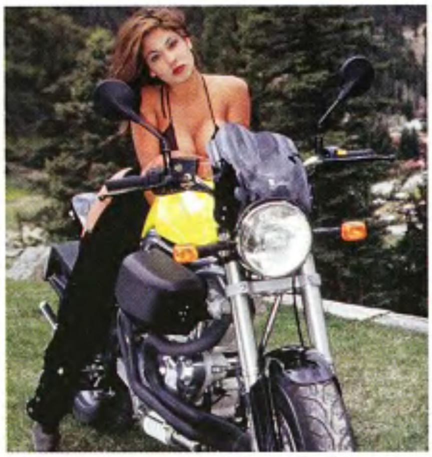
Levi Curry and Destiny are part of a new breed of hard-workin', fast-livin', American-machine-lovin', weekend-ridin', technologically advanced fuel-injected, multi-cammed, trail-blazin', wheel-standin', tire-smokin' worshippers who pay homage to our sacred lady of horsepower. In other words, they are some of our new brethren. They're different, and they aren't talkin' or takin' crap.

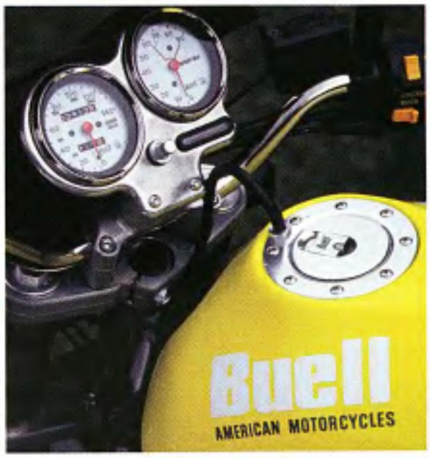
Levi lives in the little town of Red River, New Mexico, out in the middle of God's country ... the same Red River, New Mexico, that fills with bikers on Memorial Day Weekend. Levi lives there year-round and works in Texas Red's Steak House where he serves up the best buffalo steaks this side of Sturgis. He loves it when the town swells with bikers for the rally. But what he really eats up is tearing along the dotted lines of the mountain roads in New Mexico on his 1996 bone- stock Buell S-1 Lightning.

Levi is a speed freak, an "all-American speed freak." He wanted a bike with power and performance, and he didn't want to have to mess with it. His weapon of choice was easy: a 102 horsepower Buell. He is part of a new group of bikers who are mounting Buells and heading out in search of some sushi for lunch!

He lives for dangerous curves and hooks that come out of nowhere, like the one his girlfriend is gonna throw at him when she sees his bike in the magazine with Destiny, the Red River Run babe, on it. You are gonna see more of these guys out there on the road and when you do, remember they are defending the name of Harley-Davidson—street fighter-style! So give 'em a break and a little room to *vroom*. You can see more of Destiny and Red River in the February 1999 *Easyriders*, or come on out to Red River yourself this year and Levi will smoke ya ... a steak, that is, and Destiny will amaze and tantalize you with her assets. See ya on the road.

—Stan Miles





Photos: Stan Miles

ReadersRides

Esa Salo
Lahti, Finland
Custom Evo Chopper

Thirty years after Captain America blasted onto the screen and scene, the hardtail chopper is back—refined and detailed as never before. The long front end characteristic of the "Swedish style" is nothing new, but a bike built almost entirely from parts made by its owner is rather unusual in these days of bolt-on billet. Even more unique is to find a motorcycle like this just a couple of hours from the Russian border in Finland.

Esa Salo has been building both hot rods and extreme custom motorcycles for decades now, and with each new project the challenges and hours invested become greater. Esa built this chopper in his own garage last winter. Everything started with a bone-stock 1998 Evolution engine because, as Esa says, "Why change a perfect motor?" The four-speed tranny is fit with a jockey shift crowned by a brass skull ... shifting for experienced riders only, please! The pipes were handmade by Mr. Salo.

To carry the V-twin, Esa put some steel tubing in his frame jig, and decided to make a rigid with a 2-inch stretch and an old-fashioned 63-degree rake on the steering head. To highlight the frame he added aluminum plates at the neck instead of molding. While he was at it, he also produced a pair of rails for the tiny rear fender. A skinny Sportster gas tank was remade with a new fuel cap to go with the overall chopper look.

That was about Christmastime, halfway through the long, dark Finnish winter, and Esa had his sights set on a couple of wild wheels and a fat Avon rear tire. The 19-incher was laced with 120 spokes and he avoided messing with the brakes.

Take a good look at the extra-long (24 over) lower legs and the trick handlebars. Check out the clean hidden throttle cable. One of the few things not fabricated by Mr. Salo is the solo seat, handcrafted by his lovely and talented wife, Lennu.

By Easter, everything was sprayed jet black with purple flames, just as the last parts came in from the chromer in Helsinki. Another 48 hours of last-minute wrenching, and Esa was starting up his ultimate ride and heading out for a well-deserved putt.

We only have one question: What does he do to top this one? Stay tuned.

—Christer Johansson

Photos: The Sheriff

Robert Sarason
Winters, California
1964 TR6R Triumph

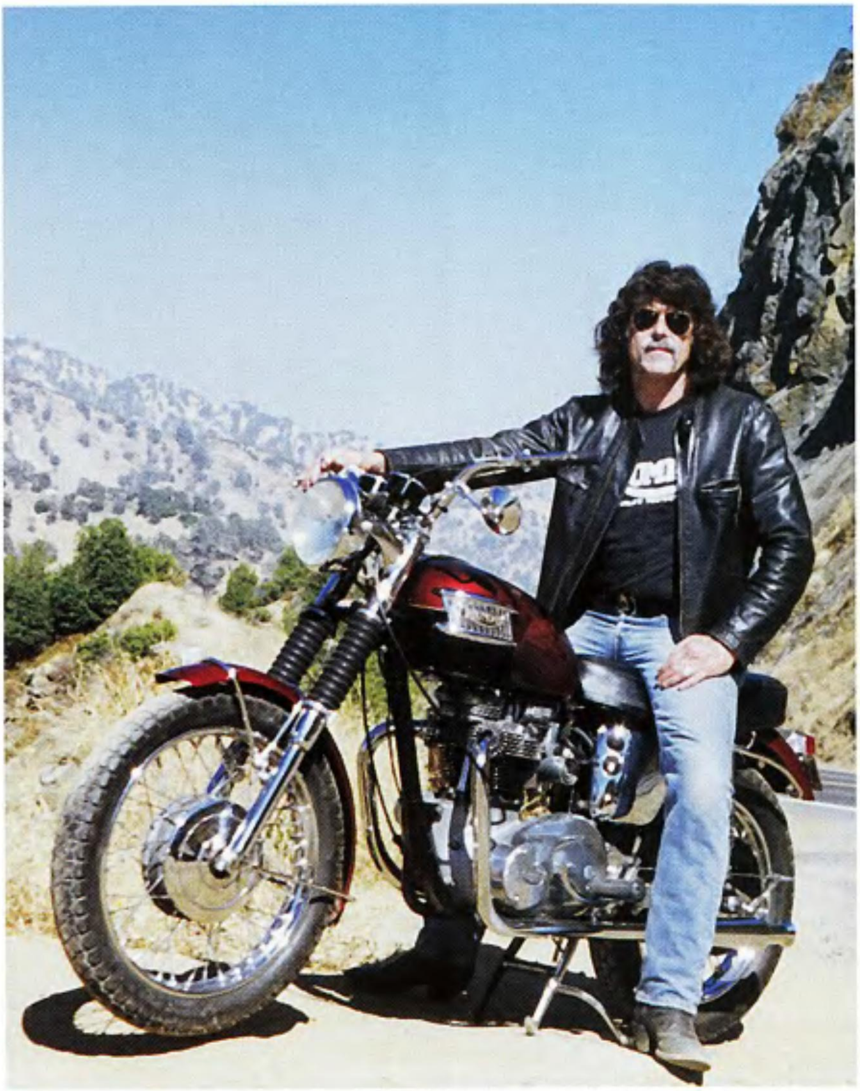
Poor Bob Sarason. In the fall of 1963, at the age of 16, he got Scarlet Fever, and the weird thing is, he's still got it! "Scarlet Fever" is the name he gave this 1964 TR6R Triumph when he bought it new.

Bob was living in Michigan at the time, and when winter hit, he took the Triumph into his basement and tore her apart, starting with a hacksaw on the rear fender. He cut off a few things, bored the barrels, and threw in a set of 10.5-to-1 pistons and dual Amals. He added $35 in chrome (a lot back then) and then painted it candy wild cherry with black fogging. He painted "Scarlet Fever" on the tank. Then, three years later, his girlfriend broke up with him and Bob split for the West Coast.

That was 33 years ago. Bob now works for UC Davis as a Health and Safety Specialist and he married his girlfriend (yeah, she came back). Two years ago Bob restored Scarlet Fever to the bike you're lookin' at now. He stripped her to the frame, replaced all the engines seals, rebuilt the clutch hub, and installed a new clutch. Carl at Putah Creek Auto Body, Winters, Calif., painted it House of Kolor Candy Wild Cherry with gold pearl. Bob did the pinstriping. Anderson Welding helped with fabrication and metal parts restoration, and Walker Custom Chrome, Vacaville, Calif., did the chroming.

Same girl, same bike ... and he's still cool.

—Ron Haley



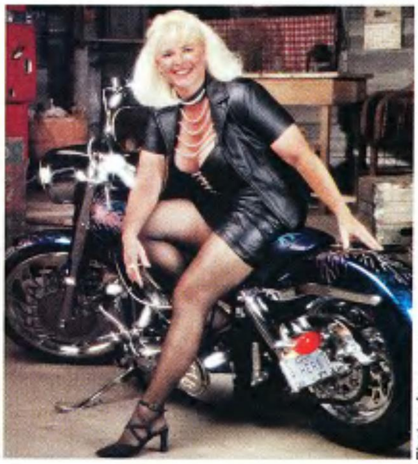
Photos: from owner

ReadersRides

Linda Schulz
Topeka, Kansas
1980 Shovel

Linda Schultz is a dreamer. She rode her first Harley in 1994, bought her first one, an 883 Sportster, in 1996, and bought this 1980 80-inch Shovel in September of 1997. All her life she has wanted to build her "dream bike," and now, after 15 years as a legal secretary, and raising two kids, she made her dream come true. She says, "My kids, Chad and Michelle, and all my friends at the Kickstart Saloon in Topeka gave me the encouragement to give life to my dream and have some fun!"

She took her bike to Topeka Harley-Davidson and placed it into the hands of Dave Larson and Lee Garrison. She explained the look she wanted, and worked with them to achieve it. The motor and tranny were built to stock specs for reliability. Linda is just 5-foot-2, so they lowered the bike to match. It has just 4 inches ground clearance. She asked Steve and Kenny Gray at Gray's Body Shop to stretch the tanks 7 inches and apply this beautiful PPG Harlequin color-changing paint. Depending on how the light hits, it looks either green and purple, or gold and pink, or many shades in between. The lady dreams in brilliant color, and we're glad to say that Linda's two-wheeled dreams have come true.



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—Ron Haley

"I just trim the branches and cut away the dead wood, lady. Your husband will cost ya extra."

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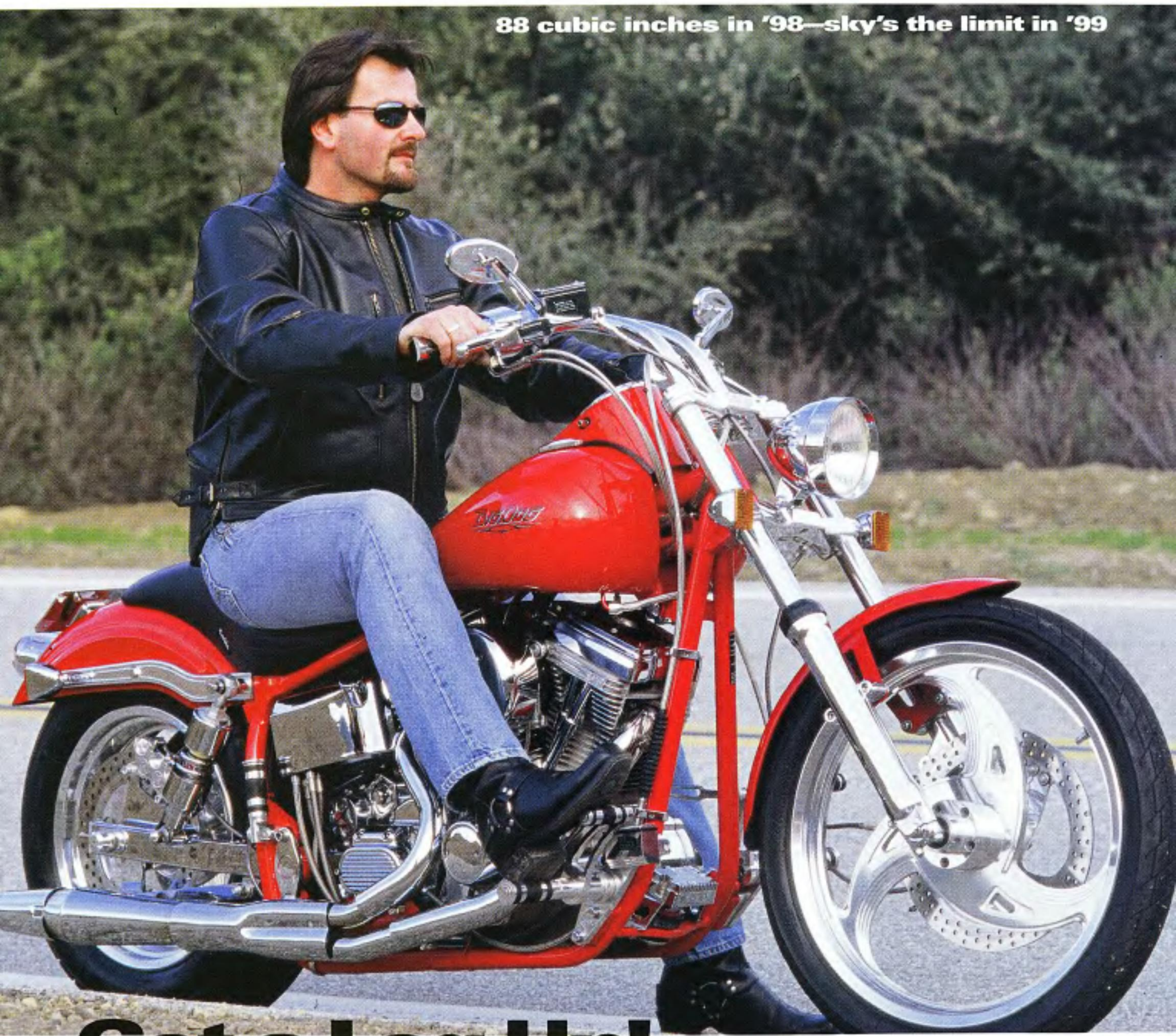
Motorcycle Mechanics Institute
A Division of Clinton Technical Institute



88 cubic inches in '98—sky's the limit in '99

Get a Leg Up!

Big Dog's 1999 Prosport

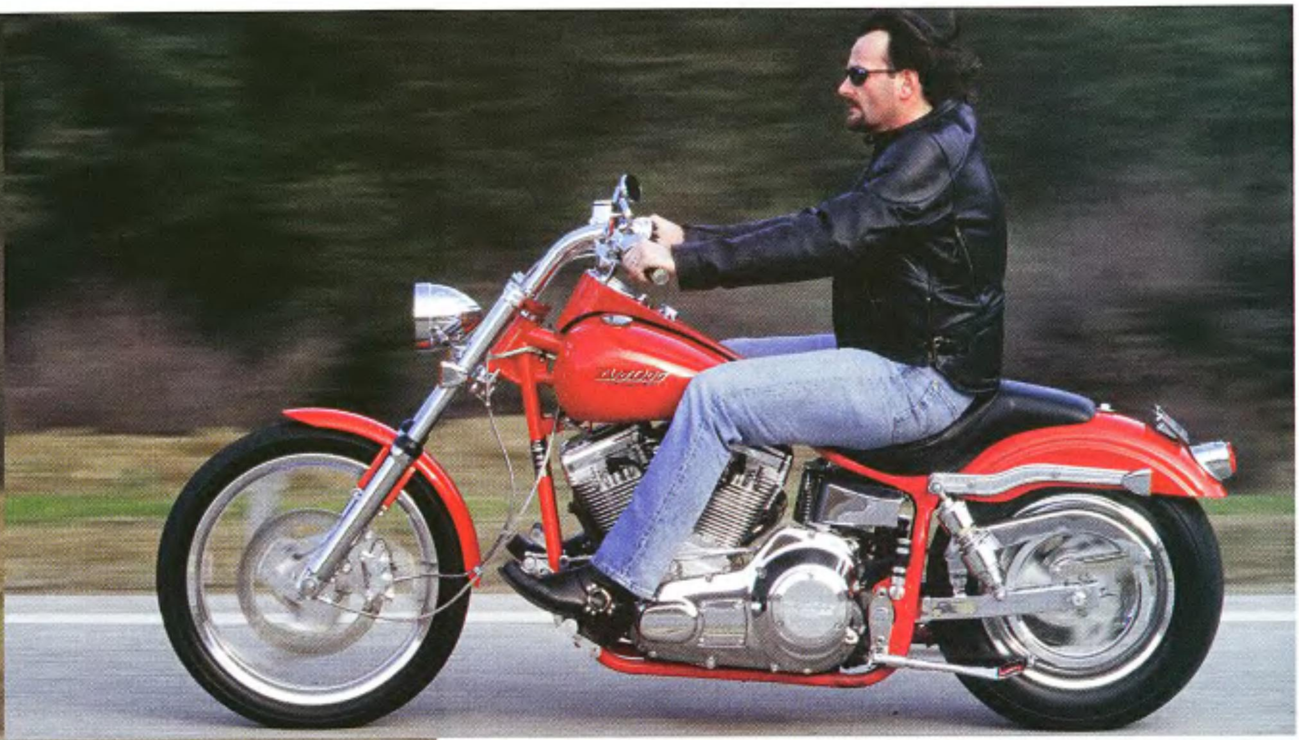
Big Dog Motorcycles, LLC, is really getting a leg up on the competition this year. In 1997, Big Dog was building all its models with an 80-cubic-inch motor. In 1998, they increased the engine size to 88 cubic inches, and for 1999, the sky's the limit. This month we took a ride on the new Big Dog Prosport, which features a 107-inch S&S engine, with Big Dog's own specifications included. Seems that every time we've had one of Big Dog's bikes here, it's rained like crazy. This time was no exception. Maybe the fact that Big Dog is located in Tornado Central (Wichita, Kansas) has something to do with it. Cowinkidink? We don't think so. →

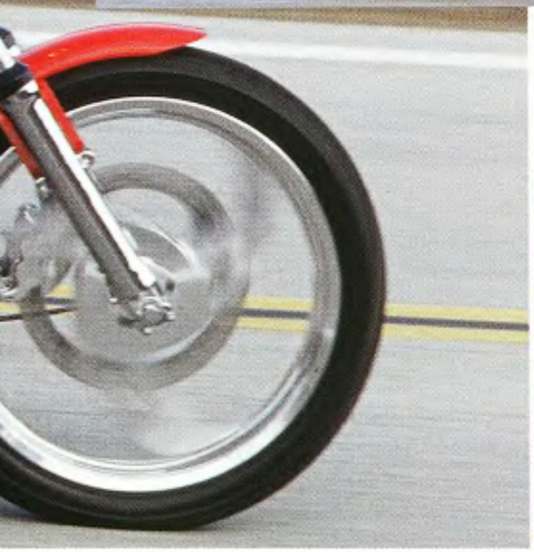
Let's get right to the meat of the test—how it handles. We had mixed reactions from the staff on the Prosport's handling. Although it ran smoothly in the straightaways, canyon runs were a little tough. With a 107-inch S&S power plant beneath ya, you'd expect a lot of engine vibration. However, with Big Dog's three-point rubbermount frame design, there was very little excess vibration. What initially had us puzzled about the cornering was the lack of, well, cornering ability. It seemed as though as soon as you leaned into the turn, the bike wanted out of it! No matter who got on it, we all experienced the same problem. This was gonna take some decipherin'.

The solution was rather simple. In fact, if we had looked at the tech sheet first, it would have never come up. The Big Dog frame has a 36-degree rake, 4-inch pullback risers, and short drag-style bars. If the novice rider doesn't know how to adjust his turning procedure to compensate for this combination (or he just doesn't do a thorough once-over like us), he'll experience the same problem. Keeping in mind that a 107-inch engine is putting out more horses and torque than other engines, and the bike's turning radius has been shortened, you just need to adjust the speed and lane position entering the turn; the bike takes you through the rest.

After a couple days of getting used to it, we had it back on the Santa Monica mountain roads, threatening any crotch-rocket willing to get bit! With a seat height of 25.5 inches and an overall ground clearance of 5.5 inches, there wasn't a problem with controlling this bike at speed, and no matter how we got the bike into a corner, the 2-into-1 Thunderheader exhaust still came through our testing in one piece.

There are all kinds of options available for this bike, but what you see here is what you get in the base model (with one small exception). Yes, that includes the 107-inch engine. And priced at $24,900, you couldn't ask for too much more. Sure, there are some of you who feel that $24k may be a little steep, but check out the chart and see what you're getting—then do the math. You'll find you're getting more than your money's worth. The one exception? If you want a

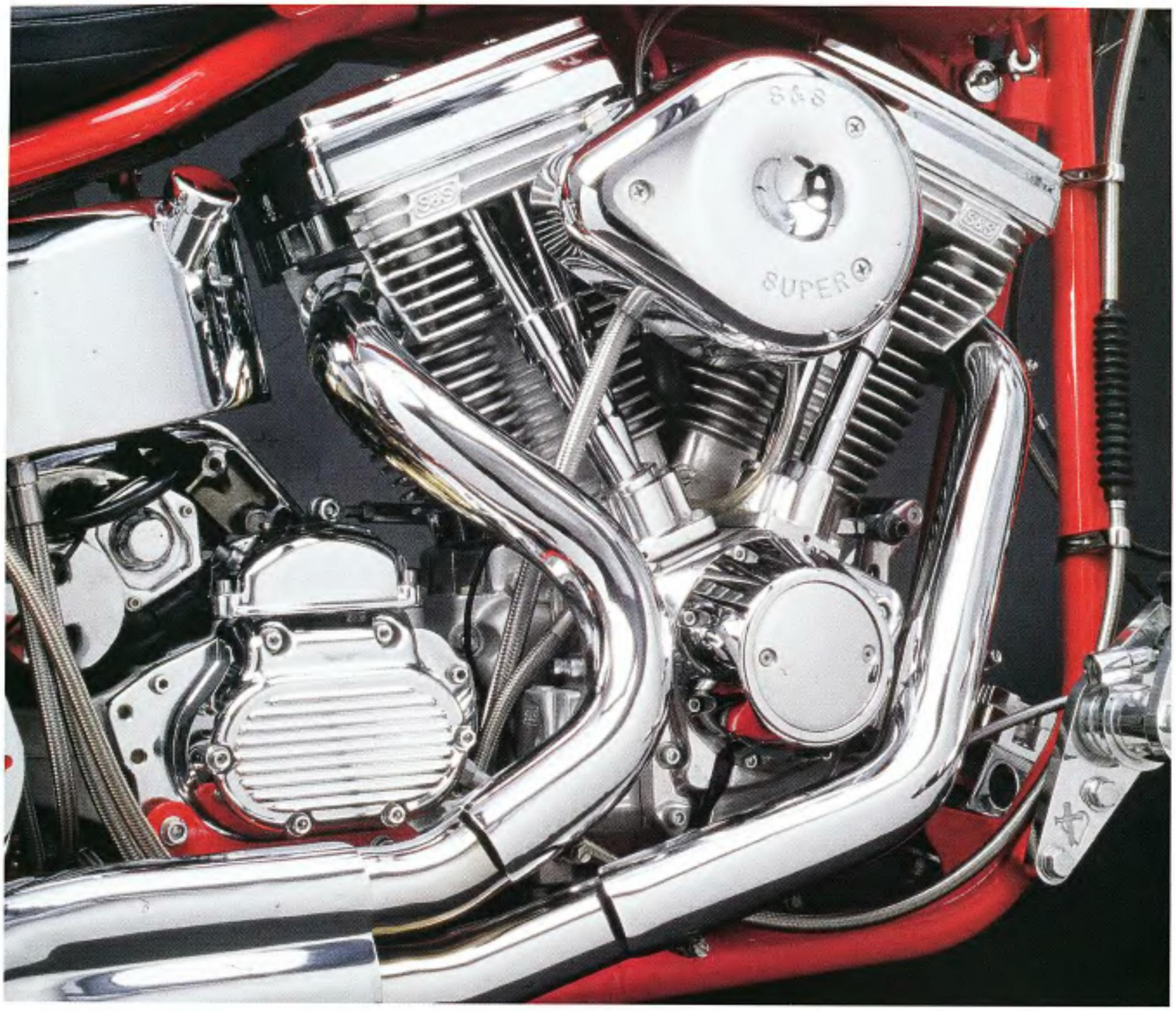




color-matched frame, it'll run you $250 extra. That's it!

So the new Prosport lived up to the pedigree that Big Dog established several years ago. Make sure to stop by one of their booths at any of the shows and events around the country (they'll be at almost all of 'em) or find the dealer nearest you. With close to 50 dealers nationwide, including most of the Easyriders franchises, that shouldn't be too difficult. If you need more help, or want information on other models, contact Big Dog Motorcycles, LLC, 140 N. Ohio St., Wichita, KS 67214; (316) 267-9121. You can also check them out on the Internet at www.bigdogmotorcycles.com. Tell 'em Easyriders sent ya!

—Sherwood Adunner



Manufacturer: .....Big Dog Motorcycles
City:..............................Wichita, Kansas

General

Fabrication: ....Big Dog
Year/make: ....1999 Big Dog
Model: ....Prosport
Assembly:..................................Big Dog
Time:...60 days

Engine

Year/model: ....1999 Big Dog/S&S
Ignition:.....................................Big Dog
Displacement: ....107 cubic inches
Lower end: ....S&S
Balancing: ....Big Dog
Pistons: ....S&S
Cases: ....S&S
Heads:..S&S
Cam:..S&S
Lifters: ....S&S
Carb(s):..S&S
Air cleaner: ....S&S
Pipes: ....2-into-1 Thunderheader

Frame

Year: 1999
Type: ....three-point rubbermount
Builder:.....................................Big Dog
Rake: ....36 degrees
Seat height:.........................25.5 inches
Ground clearance: ....5.5 inches

Transmission

Year: 1999
Engine sprocket:.......................24-tooth
Trans sprocket:.........................32-tooth
Wheel sprocket:........................70-tooth

Paint

Molding: ....Big Dog
Painter: ....Big Dog

Color/type: ....Baron Red/PPG

Accessories

Bars: ....1 1/4-inch, one-piece
Handlebar controls:....................chrome
Fender(s): ....Big Dog
Headlight: ....chromed billet
Taillight: ....Chrome Specialties
Speedo:...................................120 mph
Dash: ....Big Dog
Pegs: ....billet
Foot controls: .... billet
Gas tank: ....stretched 5-gallon
Oil tank:.......................................chrome
Oil system: ....dry sump
Seat: ....Corbin
Mirrors: ....chrome
Grips: ....billet

Forks

Type: 41mm
Builder: ....Showa
Modifications:............................Big Dog
triple trees

Wheels

Front

Type:...Big Dog
Size: ....21 x 2.15 3 spoke
Tire: ....Avon 90-90x21
Brake: ..13.5-inch Performance Machine
w/ 4-caliper piston

Rear

Type:...Big Dog
Size: 16x5.0 3-spoke
Hub: ....BDMC
Tire: .... Avon 160-80x16
Brake: ..11.5 inch Performance Machine
with 4-piston caliper

Photos: ....Markus Cuff

"Your yeast infection is spreading."

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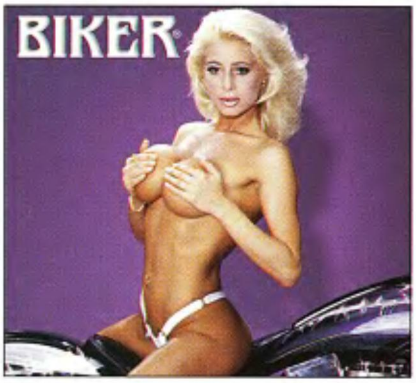
ComingAtYa

The July issue of Easyriders (#313) celebrates Independence Day with a fireworks show of molten motorcycles and sizzlin' sirens of the road. We'll check out some of the winners of our Easyriders Pomona Bike Show, meet the bike ridin' producer, director, and stars of the biker film *Me & Will*, then it's off to the grand slam Academy Awards of all Bike Shows, the Easyriders Invitational Show in Columbus, Ohio, for all the action. We'll offer a dress-up guide to new Harleys, a true road tale about a woman who just wouldn't give her bike up no matter what, and our first ever Heavenly Hooter Quiz to answer once and for all ... are they real or are they Mammorex? It's all comin' at ya like the kiss at the end of a wet fist ... whatever that means.

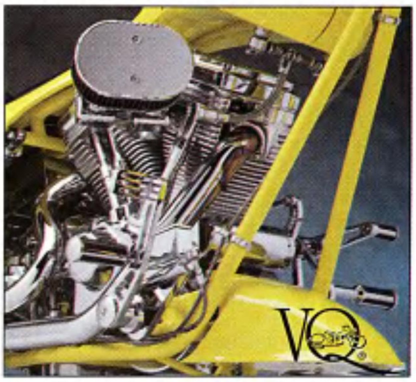
On sale June 3



Ahh, spring is bustin' out all over, and you won't find anything bustier or lustier than the June issue of *Biker*, the mag for men who like their women wild and their whiskey cheap. *On sale now*

July's *Wind* turns up the summer heat with a barely bathing suit extravaganza and a July 4th freedom fest featuring Rolling Thunder/Run for the Wall. There's even a special Travelin' Trails outsert. *On sale now*

Roll onto easy street with *VQ*, the magazine for riders with a taste for life's luxuries. Cutting-edge customs, the hottest hangouts, world-class tours, and more await you in August. *On sale now*



It's hotter than July in this issue of *Quick Throttle*, the ultimate source for tech tips and high-performance hi-jinks. Need speed? We've got it with race action from the Great White North. *On sale now*

Easyriders ROADWARE®

A

B

New!

C

A. Men's Motorcycle Touring Jacket

For the serious riders we geared up this heavy-duty cowhide jacket to protect you with reinforced elbows and forearms, shoulders and extra kidney support. And the removable quilt lining makes this coat suitable for year-round riding. Other features include adjustable lace-up sides for a tailored fit, Easyriders embossed logo on the left shoulder, zippered pockets on the sleeve and zippered vents for extra ventilation.

4150 Sizes MD, LG, XL, XX, XXX $429.00

B. Basic Biker Jacket

No bells. No whistles. Just top quality leather designed in the classic biker image. Features include three front pockets and one inside, plus side adjustments, extra long sleeves and kidney support .

4181 Sizes MD, LG, XL, XX, XXX $219.00

C. Band Collar Jacket

Loaded with features like a removable lining, protective padding in the elbows/forearms, padded shoulders and kidney support, 4 outside pockets (2 with snap closures), zippered vents in back and side adjustments, this fashionable bike jacket is one of the most practical. This one is the leader of the pack.

4190 Sizes MD, LG, XL, XX, XXX $349.00

D. Belted Biker Jacket

This heavy leather biker jacket has 5 outside pockets, 1 inside, zip front and sleeves, removable lining, padded-protected elbows / forearms, side and belt adjustments, zipper vents in back for air flow, extra long sleeves, inside wind flap on front zipper and kidney support. This is the Wild One.

4182 Sizes MD, LG, XL, XX, XXX $349.00

New!

D

To place an order or locate a dealer near you ***call (800) 247-6246***

New!

A

B

C

A. Bomber Jacket/Brown
You'll be the "Bomb" in this heroic jacket with features like pockets inside and out and a snap down collar, in traditional aviator distressed Brown.
4187 Sizes MD, LG, XL, XX, XXX
$299.00

B. Cruiser Jacket
This soft crusier jacket is perfect for those warm days on the bike and those cool nights out on the town. Strong lines and a tailored back give it a perfect style.
4186 Sizes MD, LG, XL, XX, XXX
$199.00

C. Leather Chaps With Jean Pockets
These stylish yet rugged all-weather riding leather chaps have lined legs, snap bottoms and two front jean style pockets.
6126 Sizes MD, LG, XL, XX, XXX
$159.00

D

E

F

D. Men's Deerskin Gloves with Thinsulate

Mens Deerskin Gloves with Thinsulate to keep your hands warm on those cool rides.
2280 Sizes SM, MD, LG, XL $55.00

E. Cruiser Vest

Get pumped. Then show off those biceps and skin paint with this heavy duty black leather vest with buckle adjustments, 2 pockets for your hands and 2 more for your valuables.
5175 Sizes MD, LG, XL, XX, XXX $109.00

F. Snap Front Vest

This styling leather number has three front pockets and side lace-up adjustments. Did we mention it snaps in the front?
5165 Sizes MD, LG, XL, XX, XXX $109.00

G

G. Western Leather Vest

With a braided style lace-up side and a zip-up front complimenting the two dual slash pockets, you're ready to get on your ride and go West!
5180 Sizes MD, LG, XL, XX, XXX $99.00

H. 4 Pocket Vest

Be fully vested with this fully-lined black leather beauty with lace up sides, three zipper pockets plus built-in kidney panel, and a pouch for your loose change.
5170 Sizes MD, LG, XL, XX, XXX $99.00

H

To place an order or locate a dealer near you
call (800) 247-6246

A

B

A. Luxury Liner Jacket
It comes with 1.2 mm high quality cowhide exterior, removable mylar lining, removable body armor and stand-up collar. Now that's high performance.
N5012 Sizes SM, MD, LG, XL, XX $399.95

B. Mens Nylon Woven Pant
Finally, a five pocket, water resistant jean cut riding pant with full length mesh lining and a waterproof boot bib. The thigh cargo pockets also allow you to carry those little extras.
N5000 Sizes SM, MD, LG, XL, XX $179.95

C. C & C Classic Jacket
Lightweight suede and die cut leather combined with single stitch embroidery, frisbee lining, removable armor and cuff zippers. You'll truly be riding in style with these classy jackets.
N5001 Sizes SM, MD, LG, XL, XX $279.95

C

New Items from the
Easyriders **ROADWARE**®
COLLECTION

D

D

D. Mens Nylon Woven Jacket
Carbon fibers combined with waterproof Du Pont Texsteel create a futuristic garment complete with removable lining and armor plus vents. This is the best alternative to leather.
N5002 Sizes SM, MD, LG, XL, XX $339.95

E

E. A & N Bomber Jacket
Brown lambskin for comfort. Synthetic removable fur collar (not shown) for warmth. Knit cuff and waist for fit. Four outer pockets for stuff. One inner pocket for orders from HQ. Style has been redefined!
N5003 Sizes SM, MD, LG, XL, XX $419.95

F. Chopper Jacket
Part of the Team Ness product line, this limited edition jacket features 2-tone leather, cuff zippers, mesh lining and a mandarin collar. Express yourself.
N5005 Sizes SM, MD, LG, XL, XX $389.95

Lining with Armour Included with Item A & D

Armour Included with Item C

To place an order or locate a dealer near you ***call (800) 247-6246***

F

A

B

A. Long Sleeve Leather Shirt

It's the next best thing to skin, so why not wrap your goose biceps in one of these soft, fully-lined leather fashion statements.
3310 Sizes SM, MD, LG, XL, XX, XXX $179.00

B. Outback Roadware Duster

Cotton-lined sleeves, Velcro cuffs, deep pockets, leg straps and an internal drawstring at the waist, makes this the quintessential uniform for any road warrior. Oil/wax impregnated cotton for wind and water resistance.
4175 Sizes SM, MD, LG, XL, XX, XX $199.00

C. Outback Roadware Touring Vest

This all-weather vest with seven front pockets, one side pocket and large flapped pocket in the back is proof that you can take it all with you. Oil/wax impregnated cotton for wind and water resistance.
4145 Sizes MD, LG, XL, XX $99.00

D. Sleeveless Leather Shirt

You can never wear too much leather. Fully-lined soft leather shirt with two front pockets and snap down collars.
3320 Sizes MD, LG, XL, XX, XXX
$159.00

C

D

E

F

E. Quilted Lined Shirt

Hey, did you ever feel like staying in bed or in your sleeping bag? Well now you can, almost, thanks to Easyriders new Quilted Lined Shirt. Fashioned from an outer shell of 100% cotton, the inside features 100% polyester fill. Shirt also features snap-down collar and snap front.

4250 Sizes MD, LG, XL, XX, XXX $69.00

F. Sherpa Fleece Jacket

The softest polar fleece you'll ever find has a zip-up front and embroidered logo. It also has two side pockets to keep your hands warm too. Perfect for men or women.

4200 Sizes MD, LG, XL, XX, XXX $109.00

G

G. Sherpa Fleece Pullover

The softest, warmest, most amazing thing you can have wrapped around you is this zip-up polar fleece. Two-tone for style, and an adjustable bottom pull cord for fit.

4205 Sizes MD, LG, XL, XX, XXX $109.00

H. Mens Gauntlet Gloves w/Thinsulate

The rugged good looks and extra protection are enhanced by the warmth of Thinsulate construction. Made in U.S.A.

2285 Sizes SM, MD, LG, XL $69.00

H

To place an order or locate a dealer near you ***call (800) 247-6246***

New!

A

A

B

New!

A. Long Sleeve Twill

This band collar shirt is made from some of the softest 100% cotton you'll ever wrap around your skin. Single button pocket and Easyriders emblem finish it off nicely.

7466 Khaki Sizes MD, LG, XL, XX, XXX $34.95
7465 Green Sizes MD, LG, XL, XX, XXX $34.95

B. Long Sleeve Denim Shirt

It takes years to break-in a leather jacket but this denim is ready to wear thanks to the 6.5 oz. pre-shrunk stonewashed cotton.

A9302 Black • A9300 Stonewash Denim • A9301 Indigo • A9303 Khaki
A9304 Natural • A9305 Forest
Sizes SM, MD, LG, XL $39.95 and XX $44.95

C. Denim Two Tone Band Collar

You don't need no stinkin' collar. That's why this band collar shirt made from 100% heavy duty cotton denim is perfect for you.

9149 Sizes MD, LG, XL, XX, XXX $69.00

D. Mens Deerskin Gloves

Enjoy luxurious feel and comfort plus the advantage of proven durability. Made in the U.S.A.

2275 Sizes SM, MD, LG, XL
$39.95

C

D

New!

E

F

G

E. Plaid Button Down Shirt

Traditional button down collar with a larger plaid pattern and double flap front pockets make this the one a must for every closet.

7495 Sizes MD, LG, XL, XX, XXX $34.95

F. Plaid Band Collar Shirt

The new look of the band collar with the perennial favorite-plaid. The pattern is tight and the button pocket is a great touch.

7485 Sizes MD, LG, XL, XX, XXX $34.95

G. Mandarin Collar Shirt

Dress sharp with this slick looking black beauty made of 100% medium weight cotton with the Easyriders logo.

7420 Sizes MD, LG, XL, XX $34.95

H. Long Sleeved Henley

The Easyriders logo on a long sleeve, heavyweight cotton Henley . This is as classic as a '47 with a suicide clutch.

A9369 Charcoal • A9361 Black • A9362 White
A9363 Ash • A9364 Navy • A9365 Gray
A9366 Natural • A9367 Forest • A9368 Denim
A9370 Red • A9371 Indigo • A9372 Cobblestone
A9373 Olive • 9374 Eggplant

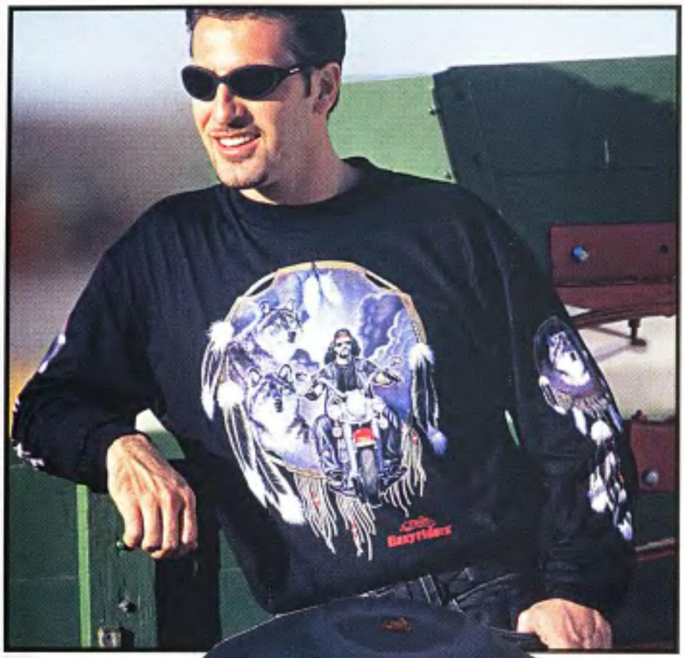
Sizes MD, LG, XL $34.95
XX $39.95

New!

H

Charcoal
Black
White
Ash
Navy
Heather
Natural
Forest
Denim
Red
Indigo
Cobblestone
Olive
Eggplant

To place an order or locate a dealer near you
call (800) 247-6246



A

B

C

D

A. Bike Flame Hooded Zip Sweatshirt

Feel cool? Then zip up this hooded cotton / poly sweatshirt with flamed sleeves and start feeling hot, hot, hot.

3716 Sizes MD, LG, XL, XX $44.95

B. Long Sleeve Thermal Henley

Biker black, long sleeve, thermal in 14 oz. heavyweight cotton. Only one thing can make this Henley perfect – an Easyriders logo on the chest.

3736 Sizes MD, LG, XL, XX $44.95

C. Bike Logo Sweatshirt

If you're looking for a comfortable, low maintenance, 95% cotton, 5% polyester top with two colored embroidery, don't sweat it. It's right here.

3731 Sizes MD, LG, XL, XX $34.95

D. Bike Logo Sweatpants

The match to the bike logo sweatshirt also has the same two-color embroidered logo and comfy cotton / poly combo.

3766 Sizes SM, MD, LG, XL $29.95

E

F G H

E. Bike Long-Sleeved Pocket Tee

The long-sleeved black pocket tee with flames shooting from the back of a bike just might be…the coolest.

8475 Sizes MD, LG, XL, XX $24.95

F. Tattoo Long Sleeved Pocket Tee

Tattoos are hot. And so is this long-sleeved shirt with the word tattoo down the arm with each letter surrounded by flames.

8620 Sizes MD, LG, XL, XX $24.95

G. Eagle Long Sleeved Pocket Tee

A long-sleeved black pocket tee with a flaming eagle down the arm. That bird is cooking.

8470 Sizes MD, LG, XL, XX $24.95

H. Skull Long Sleeved Pocket Tee

Long-sleeved pocket tee with skull and flames screeching down the arm.

8440 Sizes MD, LG, XL, XX $24.95

I-K. Long Sleeved T-Shirts

These specially designed long sleeved t-shirts are ma

100% cotton preshrunk

8478 Skull Cross

8477 Wolf Shield

8476 Skull Shield

Sizes MD, LG, XL, XX $29.95

I

New!

New!

J

K

New!

To place an order or locate a dealer near you ***call (800) 247-6246***

A

White
Black
Charcoal
Denim

B

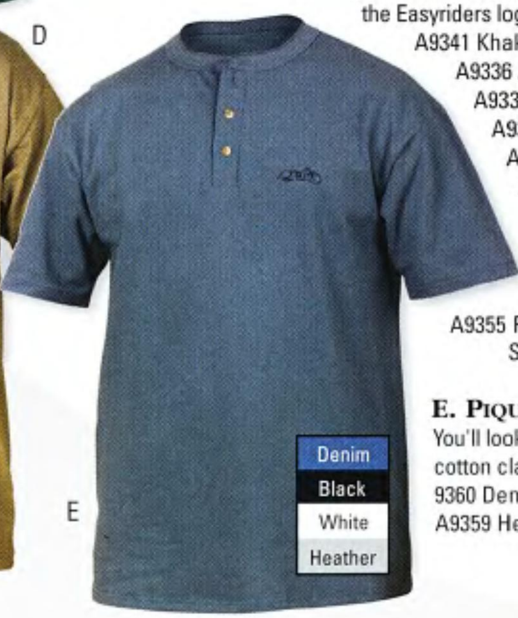
C

Forest
Black
White
Navy
Heather
Khaki
Red
Oatmeal
Maroon

Navy
Black
White
Heather
Khaki

D

Khaki	Forest	Smoke
Black	Denim	Moss
White	Charcoal	Denim
Ash	Red	Blue Granite
Navy	Indigo	Brick
Heather	Cobblestone	Mocha
Natural	Olive	Plum
	Eggplant	Slate



E

Denim
Black
White
Heather

A. Zipper Polo Shirt with Striped Collar

The cool zip-up front and striped knit collar add a modern variation on the classic polo. Available in four colors.
A9408 White • A9405 Black • A9406 Charcoal • A9407 Denim.
Sizes MD, LG, XL, XX $34.A95

B. Rib Textured Shirt

Explore a new dimension with the look and feel of ribbed cotton. Made from 6.5 oz pre-shrunk cotton.
A9308 Navy • A9306 Black • A9307 White • A9309 Gray
A9310 Khaki. Sizes SM, MD, LG, XL $21.95 and XX $24.95

C. Polo Shirt With Pocket

With a knit collar and left side front pocket this polo gives you the casual feeling with sharp looks.
A9400 Forest • A9396 Black • A9397 White • A9398 Navy
A9399 Heather • A9401 Khaki • A9402 Red • A9403 Oatmeal
A9404 Maroon. Sizes MD, LG, XL $39.95 and XX $44.95

D. Short Sleeve Henley

The classic Henley style in 7oz. cotton with short sleeves and the Easyriders logo.
A9341 Khaki • A9334 Black • A9335 White
A9336 Ash • A9337 Navy • A9338 Heather
A9339 Natural • A9340 Forest • A9342 Denim
A9343 Charcoal • A9344 Red • A9345 Indigo
A9346 Cobblestone • A9347 Olive
A9348 Eggplant.
Sizes MD, LG, XL, XX $29.95

PIGMENT DYED COLORS
A9349 Smoke • A9350 Moss • 9351 Blue
A9352 Denim • A9353 Brick • A9354 Mocha
A9355 Plum • A9356 Slate
Sizes LG, XL, XX $29.95

E. Pique Knit Short Sleeve Henley

You'll look great when you show up wearing this 100% cotton classic Henley with the Easyriders logo.
9360 Denim • 9357 Black • A9358 White
A9359 Heather. Sizes MD, LG, XL, XX $29.95

New Items from the Easyriders ROADWARE® COLLECTION

F. Pique Knit Polo Shirt

This pre-shrunk combed cotton polo comes in eleven colors and proudly displays the Easyrider logo. The comfort of knit and the style that's exclusively polo.
A9384 Red • A9376 Black • A9377 White • A9378 Ash • A9379 Gray • A9380 Navy
A9381 Natural • A9382 Green • A9383 Khaki • A9385 Maroon • A9386 Oatmeal.
Sizes MD, LG, XL $34.95 XX $39.95

G. Polo Shirt Pigment Dyed

This pre-shrunk combed cotton polo comes in eight colors and proudly displays the Easyriders logo. The same comfort and the style of our polo shirt in pigment dyed colors.
A9387 Black • A9388 Navy • A9389 Moss • A9390 Willow • A9391 Blue
A9392 Denim • A9393 Brick • A9394 Mocha • A9395 Plum
Sizes MD, LG, XL $44.95 XX $49.95

H. Sandwashed and Stonewashed T-Shirts

It's 100% pre-shrunk cotton and sandwashed textured finish so you won't find a more comfortable Tee.
A9331 Sandwashed Black • A9332 Sandwashed Indigo
A9333 Sandwashed Gray
Sizes MD, LG, XL $21.95 and XX $24.95

I-J. Pocket T-Shirt

Made from 100% cotton, the Easyriders logo is embroidered on this classic of all classics–the pocket Tee.

I. PIGMENT DYED COLORS
A9330 Mocha • A9322 Black • A9323 Smoke
A9324 Navy • A9325 Moss • A9326 Willow
A9327 Blue • A9328 Denim • A9329 Brick
Sizes MD, LG, XL $19.95 and XX $21.95

J. REGULAR COLORS
A9321 Forest • A9315 Black • A9316 White • A9317 Ash
A9318 Navy • 9319 Heather • A9320 Natural.
Sizes SM, MD, LG, XL $19.95 and XX $21.95

To place an order or locate a dealer near you ***call (800) 247-6246***

Easyriders T-Shirts

Easyriders T-shirt designs have always embodied the fun and freedom of the biker lifestyle and our newest T's are certainly no exception. All designs are screen printed on 100% cotton Hanes Beefy T's.

Unless otherwise noted :
All MD, LG, XL T-shirts are **$16.95 each**
XX are **$18.95 each**
XXX are **$20.95 each**
(when available)

LIGHTNING STRIKES T-SHIRT
8823 SIZES MD, LG, XL, XX, XXX

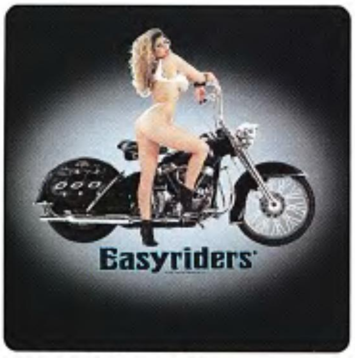
AMERICAN EAGLE
Printed on a light denim shirt
8850 SIZES MD, LG, XL, XX

EASYRIDERS BUTT SHOT
8820 SIZES MD, LG, XL, XX, XXX

New!

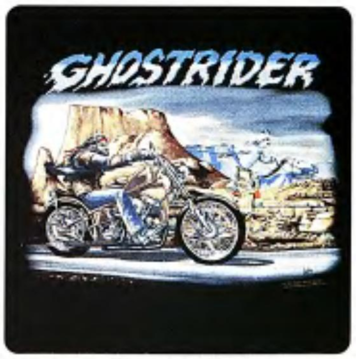
SUNSET STRIP
8860 SIZES MD, LG, XL, XX, XXX

SKELETON RIDER
8599 SIZES MD, LG, XL, XX, XXX



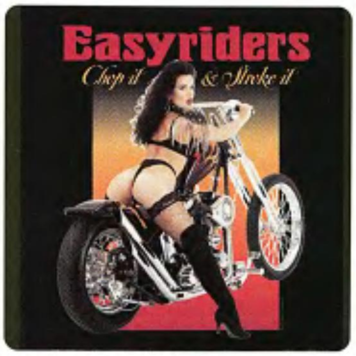
HARDTAIL/SOFT TAIL
8801 SIZES MD, LG, XL, XX, XXX

FAST AND FREE
8822 SIZES MD, LG, XL, XX, XXX



DAVID MANN GHOSTRIDER
8580 SIZES MD, LG, XL, XX, XXX

VIETNAM VET
8715 SIZES MD, LG, XL, XX, XXX



CHOP IT & STROKE IT
8781 SIZES MD, LG, XL, XX, XXX

EASYRIDERS BIKE
8390 SIZES MD, LG, XL, XX, XXX

New!

ALL THE ELEMENTS

8862 SIZES MD, LG, XL, XX, XXX

New!

COLORADO CRUISIN

8866 SIZES MD, LG, XL, XX, XXX

New!

KNIGHT RIDER

8863 SIZES MD, LG, XL, XX, XXX

New!

WIND KISS

8861 SIZES MD, LG, XL, XX, XXX

New!

CANADIAN MIST

8864 SIZES MD, LG, XL, XX, XXX

New!

RUN TO THE WALL

8865 SIZES MD, LG, XL, XX, XXX

BIKER CHOPPER

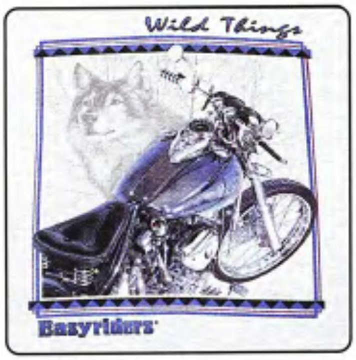
Printed on a white shirt.

8787 SIZES MD, LG, XL, XX, XXX

QUICK THROTTLE FIRST ISSUE

Printed on an ash shirt.

8795 SIZES MD, LG, XL, XX, XXX



WILD THINGS WOLF

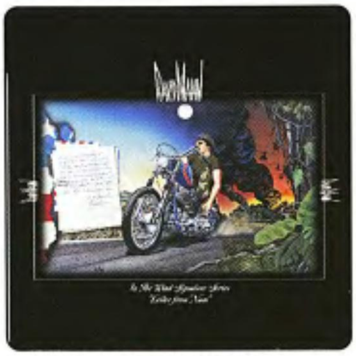
Printed on an ash shirt.

8755 SIZES MD, LG, XL, XX, XXX

DAVID MANN/EASYRIDERS SIGNATURE SERIES

Embroidered David Mann signature with his "White Line Bros" design.

8585 SIZES MD, LG, XL $19.95
XX, XXX $22.95



DAVID MANN/EASYRIDERS SIGNATURE SERIES

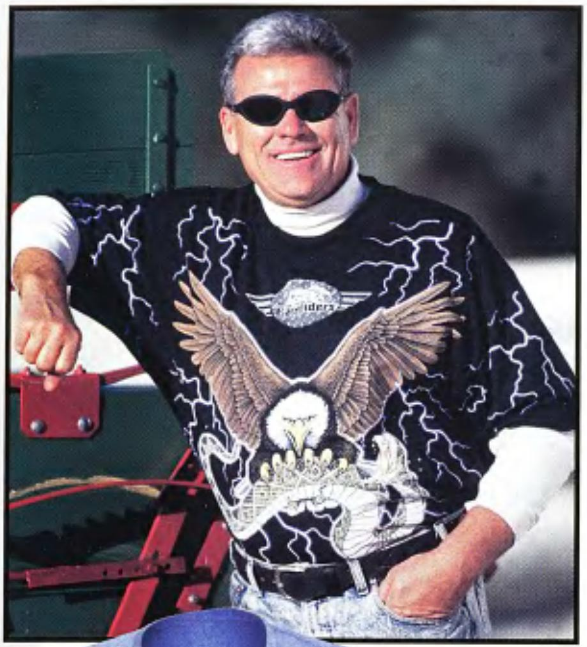
Embroidered David Mann signature with his "Letter From Nam" design.

8590 SIZES MD, LG, XL $19.95
XX, XXX $22.95

VQ SKULL

Embroidered VQ bike logo with a screen printed design.

8790 SIZES MD, LG, XL $19.95
XX $22.95



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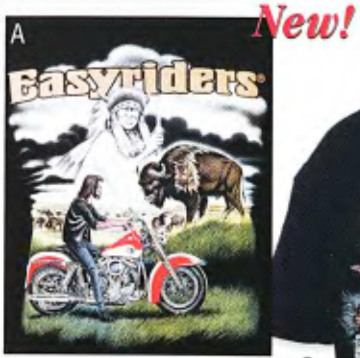


B

C

D

E

F

A. Free Spirit T-shirt
The adventurer in you will love this cotton beauty.
8200 Sizes MD, LG, XL $16.95, XX $18.95, XXX 20.95

B. Eagle & Snake T-shirt
The lightning bolt image is on the front and back of this electric shirt.
8721 Sizes MD, LG, XL $16.95, XX $18.95, XXX 20.95

C. Snake Bite T-shirt
Finally a T-shirt with some bite.
8205 Sizes MD, LG, XL $16.95, XX $18.95, XXX 20.95

D. Blue Denim Embroidered T-shirt
Called the Nearly Denim T-Shirt, it looks like heavyweight denim but is actually soft 100% cotton. Surprise.
8901 Sizes MD, LG, XL, XX $14.95

E. Pocket T-Shirt with Skull Logo
8455 Sizes MD, LG, XL $19.95 XX $22.95

F. Biker Basics
Design is screen-printed on front, back and sleeves.
8800 Sizes MD, LG, XL, XX, XXX $23.95

G. Mocha Pocket T-Shirt
An embroidered *Easyriders* logo sitting over a pocket. The shirt is sturdy cotton and the mocha is… well, mocha.
8460 Sizes MD, LG, XL
$19.95. XX $22.95

G

New!

H

I

J

New!

Black
White
Navy
Heather

K

H. Muscle T-shirt with skull logo
If you've got some mighty biceps and body ink, this skull logo tee is for you.
8341 Sizes MD, LG, XL, XX $14.95

I. Sleeveless Sweatshirt
Casual and summer go together. And with this heavy cotton blend, sleeveless sweatshirt, those hot days will feel oh so cool.
9409 Sizes MD, LG, XL, XX $36.95

J. Sleeveless T-Shirt
This comfortable cotton sleeveless is a classic.
A9311 Black • A9312 White • A9313 Navy • A9314 Heather
Sizes MD, LG, XL $14.95 XX $16.95

K. Sturgis Tee
This short sleeve tee reads "Head for the Hills". And we ain't talkin' Beverly.
9645 Sizes MD, LG, XL, $16.95 XX $18.95

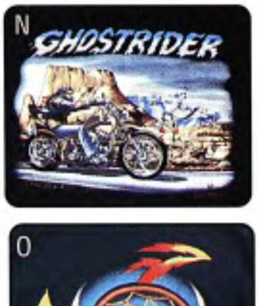
New!

L

New!

M

N



O

KIDS CORNER

L&M. Kids Long Sleeve Flame Shirts
The great hot flame logo on the arms in a cool color T-shirt.
L. 8812 Ash Size SM, MD, LG $19.95
M. 8811 Black Size SM, MD, LG $19.95

N. Ghostrider
A big boy design screened on a 100% cotton, short sleeved T-shirt.
8810 Sizes 4, 8, 12, 16 $14.95

O. Medicine Shield
The Southwestern art printed on a 100% cotton, short sleeved T-shirt is just perfect for your favorite kid.
8635 Sizes 4, 8, 12, 16 $14.95

New!

A

B

New!

C

A. Ladies Short Leather Jacket

This sleek riding jacket is made from fine grade leather and has three front pockets and a durable zip up front. It may be cut shorter than some, but it's long on style.

4560 Sizes SM, MD, LG, XL $239.00

B. Ladies Biker Jacket

An all weather protector made from top grade leather with a zip-out lining, four outside pockets and a snap down collar. You can conquer the elements with this one.

4588 Sizes SM, MD, LG, XL $239.00

C. Ladies Band Collar Jacket

We took the collar on this one. The jacket is made from top-grade leather. The pockets are plentiful, the lining is removable and it screams…style.

4525 Sizes SM, MD, LG, XL $349.00

D. Deerskin Gauntlet Gloves W/Thinsulate

For the lady who prefers the adventurous look and added protection. Made in U.S.A.

2286 Sizes SM, MD, LG, XL $69.00

D

E

New!

F

New!

G

H

I

E. Glamour Vest
Soft, lined, black leather vest has an adjustable back strap, four zipper pockets and a zipper front.
5520 Sizes SM, MD, LG, XL $109.00

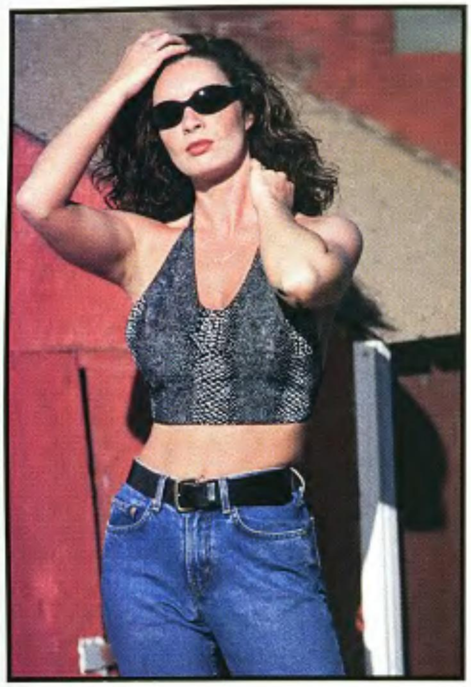
F. Snake Print Vest
This sexy zip-up vest has a hot snake print pattern that'll have them saying "Welcome to the jungle".
5576 Sizes SM, MD, LG, XL $79.00

G. Brown Braided Vest
With braiding across the front and the heavy brass zipper, this vest is ready for ridin'.
5546 Sizes SM,MD, LG, XL $109.00

H. Snap Front Vest
Light, supple, stylish and durable black leather vest includes two outside zipper pockets and an adjustable back strap for a great fit. And a even greater look!
5541 Sizes SM, MD, LG, XL $89.00

I. Five Pocket Skirt
This supple, sexy leather skirt with leather lace up sides comes with five pockets so you can store all the compliments people will be sending your way.
7616 Sizes SM, MD, LG, XL $99.00

To place an order or
locate a dealer near you
call (800) 247-6246



A. Leather Bustier

Soft, supple, black leather with black leather straps and triple snap front. There's nothing sexier on the body—or the planet.

1927 Leather Sizes SM, MD, LG, XL $55.00

B. Snake Print Bustier

This sexy number comes with adjustable straps, triple front snaps and a hot snake design. Snakes always shed their skin, but you don't have to (unless you want to!)

5516 Snake Sizes SM, MD, LG, XL $39.95

C. Rampage Leather Jeans

Satin-lined with zippered leg closures and expandable back panel for a great fit that'll stop traffic anywhere you go.

7120 Sizes 6 (27"), 8 (28"), 10 (29"), 12 (31"), 14 (32"), 16 (33") $209.00

D. Snake Triangle Top

When you ssssslink in wearing this print halter top, with open back and sexy neckline. , all eyes will become snake eyes.

212020 One size fits most $24.95

E. Leather Triangle Top

This biker black classic halter top which ties around the neck and back, is shaped like a triangle, but will cover all your curves.

212011 One size fits most $19.95

New!

F

G

H

New!

F. Ladies Sleeveless Leather Shirt
Cool never felt so cool before this sleeveless leather came along. Soft, supple leather with snap pockets and snap front.
7205 Sizes SM, MD, LG, XL $129.00

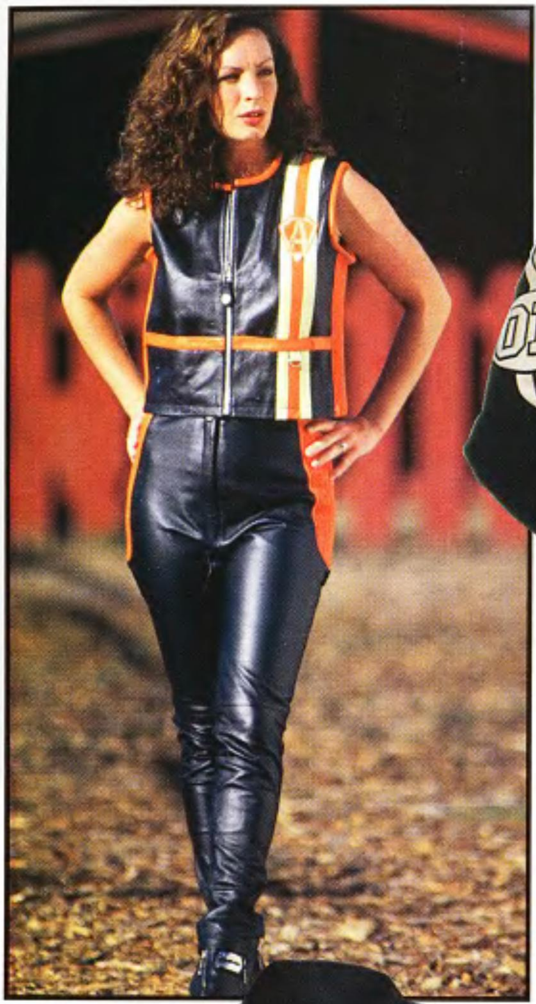
G. Ladies Lambskin Leather Shirt
Tapered back super soft lambskin leather shirt has dual front snap pockets and a snap down collar. It's a shirt you'll never want to take off.
7200 Sizes SM, MD, LG, XL $159.00

H. Ladies Leather Chaps
These are possibly the softest, most comfortable chaps you can strap over a pair of jeans. Side zipper with a 6 snap bottom, one zipper pocket and one change pocket. Protect yourself.
6150 Sizes SM, MD, LG, XL $199.00

I. Ladies Deerskin Gloves
These Ladies Deerskin Gloves provide the the same level of soft comfort, fit and durability, but are designed for a woman's grasp of motorcycling pleasures. Made in the U.S.A.
2276 Sizes SM, MD, LG, XL $39.95

I

To place an order or locate a dealer near you ***call (800) 247-6246***



A

A. C&C Classic Jacket
Lightweight suede and die cut leather is combined with single stitch embroidery, frisbee lining, removable armor and cuff zippers. Runway or highway?
N5001 Sizes MD, LG, XL, XX $279.95

B. Leather and Spandex Jacket
Glove soft cowhide leather front, a collar with a Spandex back and sleeves with leather cuffs. Something that looks as good as it feels.
N5010 Sizes SM, MD, LG $149.95

C. Leather and Spandex Pants
Soft, supple leather in a tapered leg cut with a Spandex back, these pants have a single zipper design for a great fit. You can hug them. They'll hug you back.
N5009 Sizes SM, MD, LG $134.95

D. Stiletto Shorts
Trimmed out to match the style of the top, these shorts have a zipper , a snap front , leather belt loops, and four pockets.
N5006 Sizes SM, MD, LG, XL
$139.95

E. Leather and Spandex Vest
Soft leather front and back with Spandex sides and a unique leather lattice design back. You've never seen anything like it.
N5011 Sizes SM, MD, LG
$119.95

B

C

D

E

New Items from the Easyriders ROADWARE® COLLECTION

F

G

H

F. Chopper Jacket
Part of the Team Ness product line, this limited edition jacket features 2-tone leather, cuff zippers, mesh lining and a mandarin collar.
N5005 Sizes SM, MD, LG, XL, XX $389.95

G. Stiletto Bra
Leather and Spandex top are cut and trimmed to flatter. Steel details and zipper back with elastic side panels hug the body all day long.
N5004 Sizes SM, MD, LG $94.95

H. Stiletto Skirt
Cut to a mid thigh length with snap front and two rear pockets, the steel details add a style you won't find anywhere else.
N5007 Sizes SM, MD, LG $139.95

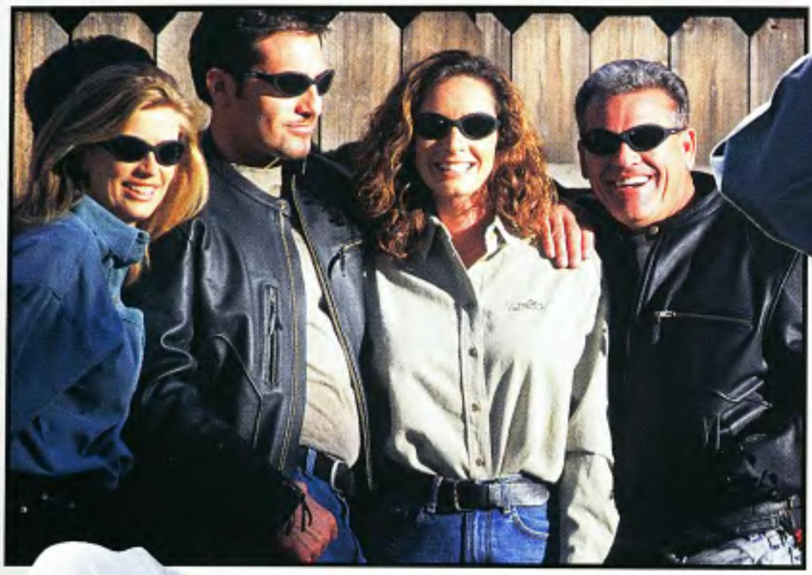
I. Raceware Vest
Butter soft black cowhide with die-cut orange details a full length zipper and soft cotton lining, this vest a high speed high fashion item.
N5013 Sizes SM, MD, LG, XL, XX $199.95

J. Raceware Pants
Tapered legs combine leather with orange elastic side panels for a beautiful form fit and a look that fits your form.
N5014 Sizes SM, MD, LG, XL, XX $179.95

I

J

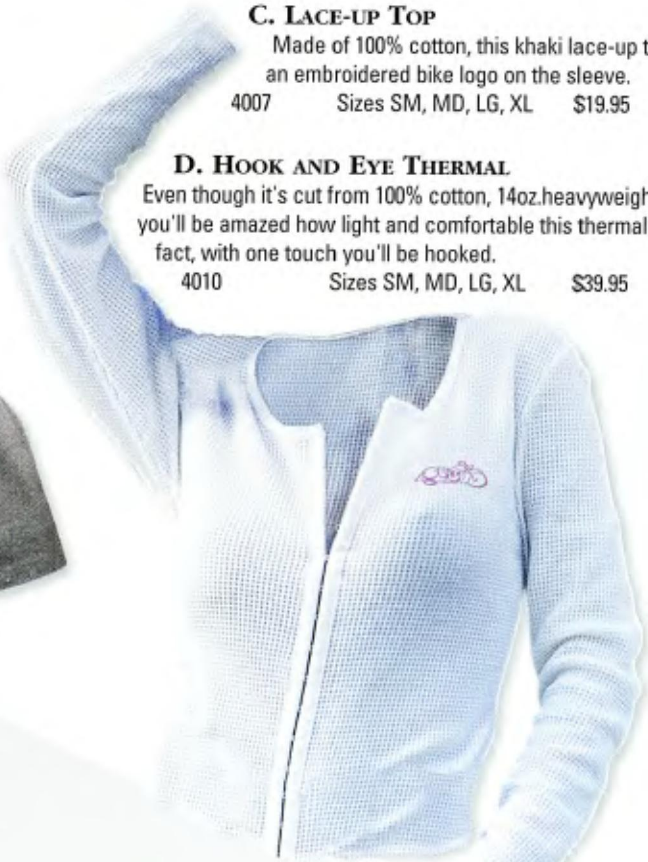
To place an order or locate a dealer near you
call (800) 247-6246



A

B

C



D

A. Western Dress Shirt

This classic western-style shirt, with pleated/tapered back, for a flattering fit. Up front you'll find two front pockets and the whole thing comes in beautiful biker black.

7220 Sizes SM, MD, LG, XL $29.95

B. Textured Top

Soft as an angel's wings, its no wonder there's a silk screened angel design on the front of this long sleeved 100% cotton textured top.

3780 Sizes SM, MD, LG, XL $24.95

C. Lace-up Top

Made of 100% cotton, this khaki lace-up top features an embroidered bike logo on the sleeve.

4007 Sizes SM, MD, LG, XL $19.95

D. Hook and Eye Thermal

Even though it's cut from 100% cotton, 14oz.heavyweight jersey, you'll be amazed how light and comfortable this thermal feels. In fact, with one touch you'll be hooked.

4010 Sizes SM, MD, LG, XL $39.95

E

F

G

E. Gray Open Shoulder Top
It's gray. It's got a scooped neck. It has cut-out shoulders. It's made of 100% cotton with a southwest silk-screen design on the front. All it needs is you inside.
3850 Sizes SM, MD, LG, XL $19.95

F. Henley With Bike
Heavy 14oz. thermal, that has been beautifully dyed and washed, goes great underneath anything. Or maybe you won't want to hide it.
3776 Sizes SM, MD, LG, XL $34.95

G. Ladies Turtleneck
Made from a form-fitting cotton/lycra blend, this sexy yet elegant turtleneck will follow you from your daytime adventure into nighttime romance.
3840 Sizes SM, MD, LG $19.95

H. Ladies Long Sleeved Denim Shirt
Nothing goes with leather like denim. Made from 100% cotton, this is the real McCoy with the *Easyriders* logo proudly displayed.
A9426 Khaki • A9425 Stonewash Blue
A9427 Forest • A9428 Rhubarb
Sizes SM, MD, LG, XL $49.95

New!

H

Khaki
Stonewashed
Forest
Rhubarb

To place an order or locate a dealer near you ***call (800) 247-6246***

New!

A

B

New!

C

New!

D

A. Sleeveless Plaid Shirt

Great tapered cut. Great collar. Great feel. Great color-plaid.

9162 Sizes SM, MD, LG, XL $29.95

B. Sweater Vest/Tank

The super low V neck points straight to the slick silver buttons down front. Comfortable as they come. Plus there's no better way to show off to the rest than with this vest.

4025 Sizes SM, MD, LG, XL $29.95

C. Southwest Lace-up Tank

Truly unique top of !00% rib-knit cotton comes with a traditional southwest design and an untraditional lace up the front.

3830 Sizes SM, MD, LG $19.95

D. Plaid Halter Top

They call it a halter because it halts men in their tracks. It has a collar. It shows off your belly. It's sexy. And if plaid is your favorite color, it's the one for you.

3950 Sizes SM, MD, LG, XL $19.95

To place an order or locate a dealer near you
call (800) 247-6246

New!

E

E. V-Neck Shirt

Short sleeves and a comfortable V-neck design make this an instant favorite. Available in three colors. 4107 Raspberry • 4105 Black • 4106 Blue

Sizes SM, MD, LG, XL $19.95

F. Black Lace-Up Bustier

Made of 90% cotton and 10% lycra, this number incorporates built-in support in just the right places. Should come with it's own warning label.

3857 Sizes SM, MD, LG, XL $29.95

G. Sleeveless Black Shirt

This black sleeveless comes with a cool collar and a sleek tapered design. And it feels as good as it looks.

9163 Sizes SM, MD, LG, XL $34.95

H. Ladies Thinsulate Gauntlet Gloves

We've made the Thinsulate Deerskin Gloves for the Ladies, too. Enjoy maximum warmth with maximum style. Made in the U.S.A.

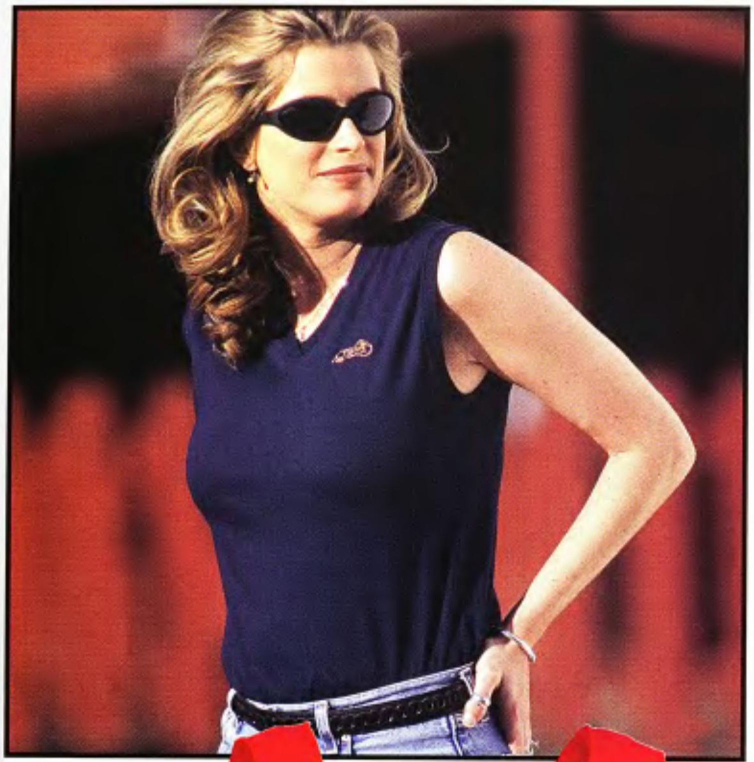
2281 Sizes SM, MD, LG, XL $55.00

F

New!

G

H



A

New!

Black
Teal
Purple

B

Red
Natural
Teal

New!

C

Navy
Black
White
Ash
Natural
Khaki
Red
Sage
Olive
Purple

New!

A. Ladies Belly Button Tank

Made from pre-shrunk cotton it has sexy over-the-shoulder straps and a V neck. It also has five buttons showing down the front. Six if you count yours.
4020 Black • 4021 Teal • 4022 Purple
Sizes SM, MD, LG, XL $24.95

B. Lace-Up Tank

Features a lightweight 100% pre-shrunk cotton top with exposed stitching. (Oh yeah. A sexy lace-up front.) Available in three colors.
4012 Red • 4011 Natural • 4013 Teal
Sizes SM, MD, LG, XL $19.95

C. Ladies Sleeveless V-Neck

It's all cotton and it has a sexy V cut neck, tapered sides and no sleeves to get in the way. What else can we say but va va V-neck.
A9418 Navy • A9415 Black • A9416 White • A9417 Ash
A9419 Natural • A9420 Khaki • A9421 Red • A9422 Sage
A9423 Olive • A9424 Purple
Sizes SM, MD, LG, XL $19.95

To place an order or
locate a dealer near you
call (800) 247-6246

Easyriders Eyewear

Rubber. Chrome. And cool. Your ride? Yes. But we're also talking about shades. Rubber frames and frames with silver arms, all with the comfort you'd expect from motorcycle wrap style frames. And the lenses are optically molded, shatterproof, scratch resistant and have the maximum UV protection. So now you can be safe from the sun and the fashion police with eyewear from *Easyriders*.

When was the last time you lost your glasses? Did you get a new pair free? With *Easyriders* Eyewear you do. *Easyriders* Eyewear has the best one-time free replacement warranty in the business. If you lose your glasses all you have to do is send your receipt, hang tag or warranty card to the manufacturer along with a small shipping and handling charge. And a new pair will be immediately sent to you. If there is any defect in the glass anytime – they'll also replace it free (same conditions).

D. #M321050	Oval Rubber-Black	$29.95	H. #M321058	Slim Metal - Silver Arms	$34.95
D. #M321051	Oval Rubber-Charcoal	$29.95	H. #M321059	Slim Metal - Blue Arms	$34.95
E. #M321052	Cut Away Rubber-Black	$29.95	I. #M321060	Slim Metal Oval - Silver Arms	$34.95
E. #M321053	Cut Away Rubber-Charcoal	$29.95	I. #M321061	Slim Metal Oval - Blue Arms	$34.95
F. #M321054	Slim Oval Rubber-Black	$29.95	J. #M321062	Square Cut Metal - Silver Arms	$34.95
F. #M321055	Slim Oval Rubber - Charcoal	$29.95	J. #M321063	Square Cut Metal - Blue Arms	$34.95
G. #M321056	Slim Frame Rubber-Black	$29.95	K. #M321064	Square Shape Metal - Silver Arms	$34.95
G. #M321057	Slim Frame Rubber-Charcoal	$29.95	K. #M321065	Square Shape Metal - Blue Arms	$34.95

D

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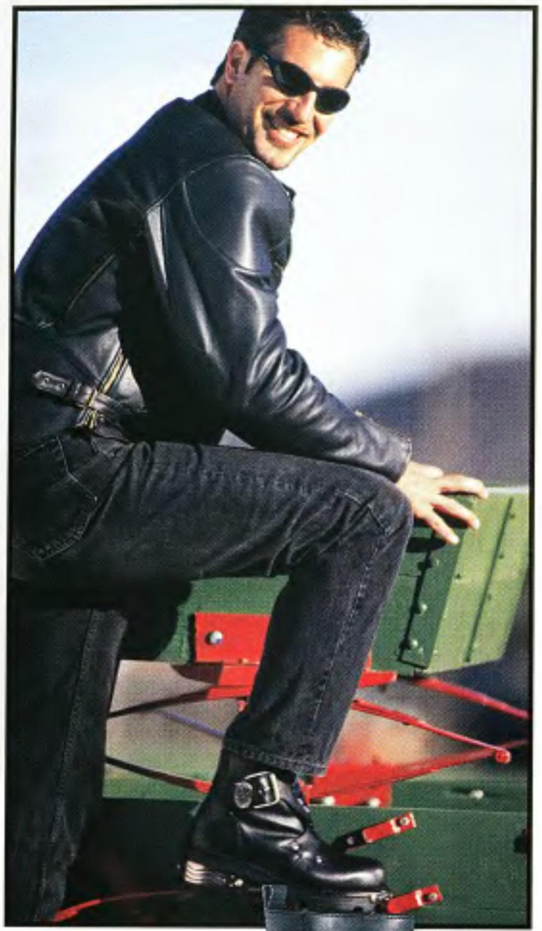


A

B

C

New!

New!

D

E

New!

G

F

New!

New!

A. Mens Logger Boots
Rugged as they come with full grain leather uppers, heavy-duty oil-resistant Vibram soles and hand-crafted with Goodyear Welt construction. Pass them down to your grandkids.
2525 Sizes 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12 $129.00

B. Mens Nastyfeet Boots
These handcraftred boots are made with Goodyear Welt construction, reinforced shanks, oil resistant soles and nasty cusioned insoles. (Approx. 11" high.)
2515 Sizes 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12 $169.00

C. Mens Dirt Rider
Half boot with large silver buckle.
W2407 Sizes 6, 6½, 7, 7½, 8, 8½, 9, 9½,10, 10½, 11, 11½, 12, 12½, 13 $125.00

D. Mens Hombre
Classic black motorcycle boot with T-straps and squared off toe.
W2408 Sizes 7, 7½, 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12, 12½, 13, 14 $129.00

E. Moto Man
High boot with lots of leather, lots of metal and lots of style.
W2406 Sizes 6, 6½, 7, 7½, 8, 8½, 9, 9½, 10,
10½, 11, 11½, 12, 12½, 13 $129.00

F. Militia
High top leather boot with the secure fit of zip up, cross tie closures. Daring you to be different.
W2405 Sizes 6, 6½,7, 7½, 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12, 12½, 13 $110.00

G. Mens Honcho
Half boot with large buckle and metal front and rear.
W2409 Sizes 7, 7½, 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12, 12½, 13, 14 $99.00

H. Womens Logger Boots
Same rugged Goodyear Welt construction as the mens. Same quality leather uppers and oil-resistant Vibram sole as the mens. Equality at last.
2526 Sizes 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9, 10 $129.00

To place an order or locate a dealer near you
call (800) 247-6246

H

I

J

New!

K

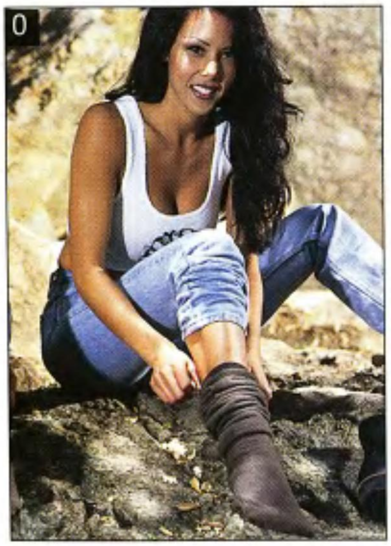
New!

L

New!

I. Women's Nastyfeet
These handcraftred boots are designed for women and made with Goodyear Welt construction, reinforced shanks, oil resistant soles and nasty cusioned insoles. (Approx. 11" high.)
2516 Sizes 5, 5 ½, 6, 6 ½, 7, 7 ½, 8, 8 ½, 9, 10 $159.00

J. Woman's Dirt Rider
Half boot with large silver buckle.
W2402 Sizes 6, 6 ½, 7, 7½, 8, 8 ½, 9, 9½,10 $118.00



K. Woman's Moto Girl
Lots of leather. Lots of metal. Lots of buckle.
W2401 Sizes 6, 6 ½, 7, 7½, 8, 8 ½, 9, 9½,10 $125.00

L. Woman's Diablo
Platform front and chunky heel.
W2403 Sizes 5, 5 ½, 6, 6 ½, 7, 7½, 8, 8 ½, 9, 9½,10 $108.00

M. Woman's Roadster
Hiking boot. (If you're hiking on Mars)
W2400 Sizes 5, 5 ½, 6, 6 ½, 7, 7½, 8, 8 ½, 9, 9½,10 $110.00

N. Woman's Razor
Platform front, a block heel with zipper up the side.
W2404 Sizes 5, 5 ½, 6, 6 ½, 7, 7½, 8, 8 ½, 9, 9½,10 $89.00

O. Fleece Riding Socks
These sensational socks are fashioned from Polartec Power Stretch Fleece and Lycra/Polyester, which provide warmth and drynes without weight, stretchability for a smooth fit, and even an anti-microbial finish that eliminates order. Available in the color mocha.
Sizes XS/SM, MD/LG, XL/XX
4225 $19.95

New!

M

N

New!

New Items from the Easyriders ROADWARE® COLLECTION

A

B

C

A. Easyriders Goldtone Pocket Watch
Retire your old watch and tell time in style with this gold pocket watch complete with an Easyriders Logo.
T160202 $69.95

B. Easyriders Watch with Pouch
This precision timepiece not only has a great look, it has a great looking leather pouch to carry it around.
T160201 $89.95

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